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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
TRANSPORTATION RESEARCH BOARD
77TH ANNUAL MEETING
JANUARY 14, 1998
WASHINGTON, D.C.

Thank you, David, and congratulations to all the award winners.

I have been to these meetings before, but this is my first as Secretary of Transportation. I know last year's keynote speaker was Don Schneider, head of Schneider National and – more importantly – a member of the board of the Green Bay Packers. He would have a lot to talk about after Sunday's game.

You might not think that the Packers and the Department of Transportation have much in common, but Don and I both strongly believe that our best days are ahead of us.

I am reminded today – the day before Martin Luther King Jr.'s birthday – of Dr. King's final speech. He said if he were standing at the beginning of time and God asked him what age he would like to live in, he would consider Egypt, ancient Greece, the Roman Empire. He would think about looking in on Martin Luther, Abraham Lincoln and Franklin Roosevelt.

But despite all these magnificent points in history, Dr. King said he would tell God, "If you would allow me to live just a few years in the second half of the 20th century, I will be happy."

We have many choices to make in life. But we cannot choose the age in which we live. That does not in any way diminish the power of the human spirit, for each period in history brings challenges and opportunities.

Transportation has been a powerful force in America's first 200 years. In his book *The Hundred Years* Philip Guedalla wrote, "The true history of the United States is the history of transportation."

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Our earliest cities developed around harbors. The search for a Northwest Passage to the Pacific led to settlement along our rivers. Transcontinental railroads bound the nation together. Population growth led to safe, efficient mass transit systems. Interstate highways forever changed the face of our country. The jet age tied America to the rest of the world.

And there is no more exciting time for transportation than the present. We have left the Industrial Age and entered the Information Age. Virtually every law governing major transportation programs has been up for renewal in the last few years. Two years ago, it was the Coast Guard and the Surface Transportation Board. Last year we reformed Amtrak. This year we must reauthorize ISTEA and rethink FAA financing. The results of this period will shape transportation in the new century.

In looking to our future, we can learn from our past. Today, our transportation system -- the safest in the world -- is the envy of the world. Why? Because of:

- Technological innovation,
- Infrastructure innovation, and
- Institutional innovation.

If we are to meet the demands on the transportation system in the next century, we must, both at DOT and across the transportation community, work in an integrated fashion.

We have developed a strategic plan that has been called the best in government. We set five goals to act on in the 21st century: safety; mobility; economic growth and trade; environment, and national security.

Last summer, for the first time in DOT's history, leaders from every transportation sector met to talk about the future. We held two sessions – one with Presidential appointees and career executives, the other with consumers and providers. Both groups agreed we need an integrated system that is international in reach, intermodal in form, intelligent in character and inclusive in service.

It was striking to me that a participant said, and many agreed, that – with respect to technology – DOT needs to take risks, and say no to the status quo.

We are ready to do that. And we will do it by being innovative.

First is technological innovation. We have a choice. We can stay with traditional systems that require people to adapt to them, or we can use technology to create a system that adapts to people.

We have made our choice. We will not stand still. We will use technology to move ahead. Transportation of the 21st century has to emphasize individual choice and flexibility.

Good communications will be essential in the future, so we have developed an information infrastructure to support our physical infrastructure. This will allow us to truly enter the information age. Using the power of information and communications technology, we can adapt transportation to individual needs.

Intelligent transportation systems will give individual travelers greater flexibility.

I am very proud of how our Operation TimeSaver initiative uses smart technologies to achieve our goal of reducing travel time by at least 15 percent. Our NEXTEA proposal strengthens our commitment to this initiative.

The global positioning system – maybe the best example of applying defense technology to civilian uses – gives this same flexibility to transportation system operators. Using GPS technology, air travel will take less time and less fuel.

Our strategic plan recognizes that technology has to be used responsibly. So the next generation of cars will be more environmentally friendly, with fuel economy up to three times that of comparable models today. Technologies for increasing fuel efficiency were developed through the Partnership for a New Generation of Vehicles – a historic collaboration between government, academia and the auto industry that President Clinton launched his first year in office. We are also using technology to reduce emissions that contribute to global warming.

And technology will protect the people who use our transportation system. Research will promote safer, more user friendly transportation services.

The Intelligent Vehicle Initiative uses technology in common sense ways – intelligent cruise control, information assists for backing up, assisted braking. And as our population ages, these services will become even more important.

A few weeks ago, we released the first-ever federal transportation research and technology strategy. It emphasizes the importance of working with other federal agencies, industry and academia to build on the excellent work being done across the country. It is a blueprint to capitalize on research and technology to reach our strategic goals.

We cannot depend on getting more money for transportation. We have to leverage our investments through partnerships. We have to improve system performance, stretch our dollars through advanced technology. And we have done that through smart investments. Our dollars are going farther.

Our second tool of innovation is smart investing. President Clinton knows investment in transportation is essential to growth and prosperity. So, he promised to rebuild America. And we have spent 25 percent more on infrastructure than under the prior Administration.

But we have gotten even more for our money by teaming up with the private sector, and using innovative financing techniques to fund projects that had languished on the drawing board for years.

And these investments have paid off. Shortly, we will release our condition and performance report for the nation's surface transportation infrastructure. It will show that our roads and bridges are in better shape today than they were in the early 1990s.

The most significant thing about the President's new budget is his bold move to balance the budget this year, three years ahead of schedule. There has been some speculation about infrastructure spending in the budget. But let me assure you that the President will continue his strong commitment to investing in our transportation infrastructure.

Also, you will be glad to know that the administration will propose close to a 10 percent increase in the current $1 billion for our research and technology programs.

Our third tool as we build transportation's future is institutional innovation. Institutions, as well as people, must change with the times.

In 1991, ISTEA fundamentally redefined the relationship among the federal government, state and local government and the private sector. It also added for the first time a research and technology title to the surface transportation authorization program.

ISTEA reauthorization is the next step. We submitted a solid proposal – including a provision designed to foster cross-cutting research we need to reduce highway fatalities and injuries, protect the environment, cut costs and inefficiency, and ensure a safe, secure aviation system.

Now it is up to Congress to act ... soon. There is a long bipartisan tradition of cooperation on transportation policy, so I expect this to be a legislative priority. May 1 is a real deadline.

This year we also will send to Congress a proposal to reform how we finance and manage the Federal Aviation Administration. We will build on the recommendations of the National Civil Aviation Review Commission. In 12 years, 1 billion people will be flying each year, compared to 600 million who flew last year. The last thing we want is for American aviation to fall victim to gridlock.

If we are to achieve our goals, we have to prepare a workforce for the future. We need every one of you to attract young people to our industry. We have to do more than establish training programs. We have to engage the imagination of students about transportation. Through the Garrett A. Morgan Technology and Transportation Futures Program, I want to get a million students of all ages thinking about transportation careers.

With your help, we have begun to teach 250,000 K-12 students about transportation. But we must do more. We want to work with you, in higher education, to develop multidisciplinary curricula, and to attract students to the field.

And as we build for the future, we must keep in mind that transportation is more than concrete, asphalt and steel. It is about people; their education, their jobs, the community we share. Building a safer, stronger, smarter and more united transportation system enables Americans to pursue these opportunities.

Let me end on this: In his final speech, Dr. King said, "Let us rise up ... with a greater readiness. Let us stand with a greater determination. And let us move on in these powerful days, these days of challenge to make America what it ought to be. We have an opportunity to make America a better nation."

We must ask the same of ourselves today. These times demand that we take risks, that we say no to the status quo. Our best days are yet to come.

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Washington, D.C. 20590
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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. COAST GUARD HONORING DR. MARTIN LUTHER KING, JR.
JANUARY 15, 1998
BALTIMORE, MARYLAND

Today we remember, today we celebrate, the life and the legacy of a great American -- a great thinker -- a great leader -- Dr. Martin Luther King, Jr., a lightening rod for peace and justice in the 20th century.

As a youngster, growing up in the rural south, in my hometown of Marianna, Arkansas, I remember. I remember the visionary leadership and inspirational message of Dr. King. The entire community soared on the wings of hope and freedom and the prospect of opportunity that he preached.

From the Montgomery bus boycott to the Memphis sanitation workers strike, Dr. King awakened America to the need for a true, multi-racial democracy.

I am reminded today of Dr. King's final speech. He said if he were standing at the beginning of time and God asked him what age he would like to live in, he would consider Egypt, ancient Greece, the Roman Empire. He would think about looking in on Martin Luther, Abraham Lincoln and Franklin Roosevelt.

But despite all these magnificent points in history, Dr. King said he would tell God "if you allow me to live just a few years in the second half of the 20th century, I will be happy."

Dr. King saw the promised land. He knew, innately, that the 20th century would bear fruit, would bear opportunity, for the tired and the down-trodden. His speech offered a message of hope and promise.

Today the U.S. Coast Guard offers a message of hope, a message of promise. You are creating an environment that looks like America. You are "knocking down barriers" to provide an environment that will allow everyone to reach his or her full potential.

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You just completed an internal workforce cultural audit of Team Coast Guard -- something that is always a challenge, but in the end so rewarding. You identified your strengths, which are many. And you identified your weaknesses. You are making changes for a better United States Coast Guard --a Coast Guard that is an employer of choice, a visionary and vigilant member of our DOT family. I applaud you.

Incredible things are happening here in Baltimore. You have taken Dr. King's vision to heart -- improving humanity through service to your community.

Vice Admiral Loy just spoke of the wonderful volunteer effort that provides young men and women throughout Baltimore extraordinary benefits and opportunities -- that taps their potential -- that opens so many doors.

You are reaching some of those one million kids I committed to reach through the Garret A. Morgan Technology and Transportation Futures Program. And I thank you.

You are doing great things -- there is so much good to find and praise here today in Baltimore.

But despite all the progress, America is slowed by unfinished business. We are still wary of those different from us. Too often, we talk less to each other and more at each other, if we talk at all.

Tensions now go beyond the conflict between black and white: the vile burning of our safe houses -- our churches, a resurgence in hate crimes -- almost 9,000 reported last year, and hostility toward new immigrants, even though this country was built by immigrants.

Thirty years ago problems were more overt. Things were out in the open and on the table. What we face today is more subtle, but still as insidious. Covert racism is threatening our advent into the promised land. We ***must*** avert that threat.

President Clinton asks you, asks all Americans, to join him in a national conversation about race -- to face one another honestly across lines that still divide us. Clearly, now is the time for honest dialogue. Now is the time to build a society that recognizes the worth of all people, and honors the dignity of every person.

And the President's race relations initiative is a new chapter. It is not the same as the civil rights struggle. It is about asking the question: how can we

develop meaningful relationships based on a healthy appreciation for our differences?

And remember this: these are differences that should not separate us. They should unify us. Our differences make us strong. They allow us to pursue life, liberty and happiness.

We must learn to live together, because the face of America is changing. Today in Hawaii, everyone is a minority. Soon this will be true of California and 40 years from now for all of America.

We can look at statistics and know what America will look like in the 21st century. But we must look inside ourselves to determine what America will be like in the 21st century.

You have looked inside yourselves and determined what the Coast Guard will be like in the 21st century. You are "knocking down barriers" to create a diverse, culturally-inclusive Coast Guard for the 21st century. I believe your best days, our best days, are yet to come.

Thank you very much.

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RS -- Africa talking points -- 2/20-2/27
draft 1 -- (by Bonny & Scott)
REMARKS WERE NOT DELIVERED -- TRIP WAS CANCELED

America's unequivocal commitment: new partnership with Africa

- Seek full partnership: economic, political, peacekeeping.

- Marginalization of Africa in U.S. foreign policy over forever.

- A new Africa: 25 democracies (five-fold increase in a decade); annual economic growth averaging 5%; U.S. exports top $6 billion (more than U.S. exports to all of former Soviet Union); U.S. exports support 100,000 U.S. jobs.

- Last year, President announced initiative on Africa (Partnership for Economic Growth and Opportunity in Africa). Effort to accelerate growth by economic reform and expanding trade and investment.

- Bipartisan Africa Growth and Opportunity Act now before U.S. Congress.

- Both efforts will fundamentally change America's relationship with Africa.

- $650 million in OPIC loan guarantees. (Recently launched $150 million African equity fund; $500 million infrastructure fund to come.)

- Have met with many mayors, lawmakers, business leaders. All enthusiastic about partnering with African cities and businesses.

President Clinton's trip (March 22-April 2)

- Affirms commitment to partnership with Africa. Seeks true partnership – partners who listen to one another, learn from one another, and compromise with one another.

- Trip -- most ambitious by a U.S. president -- will highlight new relationship, and show American people why Africa matters.

- President to visit Ghana, Uganda, South Africa, Botswana, and Senegal.

- I will join _____ in South Africa for fifth meeting of U.S.-South Africa Binational Commission with Deputy President Mbeki.

Department of Transportation playing active role

- Transportation is the tie that binds. Brings people together, gives them mobility to pursue opportunity, encourages free flow of ideas.

- Without infrastructure – good roads, ports, railroads and airports – access to global economy difficult, and growth impaired.

- DOT launched Africa transportation initiative, to show how essential transportation is to any economy—large or small, developed or developing.

- Aviation: vital to ability of nations to be active in a prosperous global economy. Major goal of DOT's initiative: share aviation experience with Africa.

- Seeking more liberal aviation relationships with a number of nations, including Ghana, Ethiopia, Senegal and Kenya.

- Sent delegation to Africa last October to discuss liberalizing, expanding U.S.-Africa aviation services. Meetings in Harare, Addis Ababa and Abidjan. 25 African nations attended. Much interest and need for improving air links between the American and African continents.

- Roads: have opened a highway technology transfer center in South Africa, and will open another one in Tanzania.

- Hope to bring attention to road safety problems throughout the continent, as traffic crashes are second highest cause of death for young Africans.

- Transit: we are working with private taxis to improve service in South Africa.

- Maritime: working with government of Ghana to buy American-made power barges to produce electricity.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SOCIAL SECURITY ADMINISTRATION
HONORING DR. MARTIN LUTHER KING, JR.
BALTIMORE, MARYLAND
JANUARY 15, 1998

Today we remember, today we celebrate, the life and the legacy of a great American -- a great thinker -- a great leader -- Dr. Martin Luther King, Jr., a lightning rod for peace and justice in the 20th century.

From the Montgomery bus boycott to the Memphis sanitation workers strike, Dr. King awakened America to the need for a true, multi-racial democracy.

I am reminded today of Dr. King's final speech. He said if he were standing at the beginning of time and God asked him what age he would like to live in, he would consider Egypt, ancient Greece, the Roman Empire. He would think about looking in on Martin Luther, Abraham Lincoln and Franklin Roosevelt.

But despite all these magnificent points in history, Dr. King said he would tell God "if you allow me to live just a few years in the second half of the 20th century, I will be happy."

Dr. King saw the promised land. He knew, innately, that the 20th century would bear fruit, would bear opportunity, for the tired and the down-trodden.

As a youngster growing up in the rural south, Marianna, Arkansas, my hometown, I remember. I remember the visionary leadership and inspirational message of Dr. King. The entire community soared on the wings of hope and freedom and opportunity that he preached.

Today's 30-year celebration honors Dr. King and continues his legacy. This year's theme "A Day of Unity and Diversity," inspires hope that, one day soon, we will become a color-blind America. One day soon, we will all judge our fellow man not by the color of his skin, but by the content of his character. One day we will reach the promised land.

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And let me say, the Social Security Administration is well on its way to becoming a color-blind agency. It has one of the most diverse work forces in the government. Diversity is well represented at every level. More federal agencies could learn from your example.

This Administration was created by President Theodore Roosevelt on the same founding principal Dr. King stood for, lived for, died for -- the dignity of all working men and women. You are a testament to his legacy.

Over the last seven years, this event has raised more than $10,000 dollars to educate gifted and talented seniors from Woodlawn and Walbrook Senior High Schools. They are the great thinkers, the great leaders, the great Americans of the future. One of them may be that lightening rod for the 21st century. Perhaps, he or she will be the one to lead us into the promised land.

But America is at a crossroads. As a strong and diverse nation, we must ask: can we forge ahead, can we reach the promised land?

We have come a long way in thirty years. The African-American middle class has grown substantially. Minority professionals have increased exponentially. But despite our progress, we are slowed by unfinished business. We are still wary of those different from us. Too often, we talk less to each other and more at each other, if we talk at all.

Tensions now go beyond the conflict between black and white: the vile burning of our safe houses -- our churches, a resurgence in hate crimes -- almost 9,000 reported last year, and hostility toward new immigrants, even though this country was built by immigrants.

Thirty years ago problems were more overt. Things were out in the open and on the table. What we face today is more subtle, but still as insidious. Covert racism is threatening our advent into the promised land. We must stop that threat.

President Clinton asks you, asks all Americans, to join him in a national conversation about race -- to face one another honestly across lines that still divide us. Clearly, now is the time for honest dialogue. Now is the time to build a society that recognizes the worth of all people, and honors the dignity of every person.

And the President's race relations initiative is a new chapter. It is not the same as the civil rights struggle. It is about asking the question: how can we

develop meaningful relationships based on a healthy appreciation for our differences?

And remember this: these are differences that should not separate us. They should unify us. Our differences make us strong. They allow us to pursue life, liberty and happiness.

We must learn to live together, because the face of America is changing. Today in Hawaii, everyone is a minority. Soon this will be true of California and 40 years from now for all of America.

We can look at statistics and know what America will look like in the 21st century. But we must look inside ourselves to determine what America will be like in the 21st century.

We have to work together, as we say in Arkansas, 'from can't see in the morning to can't see at night' if we are to reach the promised land.

Thank you very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE URBAN LEAGUE OF GREATER MUSKEGON SECOND ANNUAL
JONATHAN WALKER MEMORIAL/COMMEMORATIVE EVENT
MUSKEGON, MICHIGAN
JANUARY 17, 1998

Let me first say something about Dr. Martin Luther King, Jr., whose life America will celebrate and remember on Monday.

Thursday, on Dr. King's birthday, I was with President Clinton as he awarded the nation's highest honor -- the Presidential Medal of Freedom -- to 15 Americans. These were people dedicated to letting freedom ring. And like Dr. King, they have risen to America's highest calling: active citizenship.

They are models of service to this nation, as we build an even stronger America for the 21st century.

I am reminded of Dr. King's final speech. He said if he were standing at the beginning of time and God asked him what age he would like to live in, he would consider Egypt, ancient Greece, the Roman Empire. He would think about looking in on Aristotle, Martin Luther, and Abraham Lincoln.

But despite all these magnificent points in history, Dr. King said he would tell God "if you allow me to live just a few years in the second half of the 20th century, I will be happy."

In that final speech, "I See the Promised Land," he carried a message of hope and promise. Just as the Urban League today carries a message of hope and promise.

For half a century you have fought for economic opportunity and educational opportunity and upward mobility -- long before the federal government got involved in helping Americans find good jobs.

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You found jobs for the first African-American gas and electric workers in Muskegon -- the first African-American water meter-reader -- the first African-American sales clerk.

Let me say, the Urban League and the Department of Transportation share two common goals: educating our youth and promoting economic opportunity for all.

To prepare a workforce for the future, we must engage the imagination of our students.

So, through my Garrett A. Morgan Technology and Transportation Futures Program, I want to get a million students of all ages thinking about transportation careers by the end of the century. Already more than 250,000 K-12 students are learning about transportation and its benefits to our nation.

And let me say, I would welcome working with you to bring this program to Muskegon.

I know of your efforts in the Welfare to Work program -- finding meaningful employment for hard-to-place women. I applaud your successes.

At the Department of Transportation, we are the "to" in Welfare to Work. In many cities like yours, public transit is critical. No matter how long you sit on a bus, half the entry level jobs cannot be reached. The jobs are there -- but it is how to get to them that is the challenge.

President Clinton wants a $600 million program to ensure former welfare recipients -- who cannot afford car payments -- have some form of public transportation.

As we stand at the start of a new century, we must think about the future. We must think about where we are going and where we want to be. And we must act.

You may have seen in the paper today the investment we are making in Muskegon County Airport. This is what we must do to keep our economy growing and people prosperous in the years to come.

I believe our future is an integrated transportation system that is international in reach, intermodal in form, intelligent in character, and inclusive in nature.

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Every time you build a highway or interchange you have to think globally. You have to ask: how will this affect the local and global economy?

In the last four years, about 30 percent of our growth has come from selling our products overseas. And this will not change. So we need a strong national transportation system that will give our businesses the edge they need to compete and win anywhere in the world.

Our system must also be intermodal. And this will come only when railroads and airports, and highways and airports are all connected together as one.

Our transportation system must also be intelligent. We need smart traffic management systems that reduce congestion and improve efficiency. And we must combine as one, science, concrete and steel.

And transportation in America must be inclusive, benefitting all citizens. Whether we live in the North or the South, drive a car or ride the bus, deliver goods or take vacations, all must be served.

This is the blueprint we must follow if America is to succeed in the 21st century.

Now the question is: how do we get there?

President Clinton has promised to rebuild America -- and let me say, he is keeping that promise.

He wants to balance the U.S. budget this year, three years ahead of schedule. And this will assure a healthy economy. Growth is strong. The jobless rate is the lowest in 24 years. Here in Michigan, unemployment is down to 4 percent from 7.4 percent five years ago.

And we have invested 25 percent more on infrastructure than under the previous Administration.

At a time when the country decided to balance the budget, that is truly remarkable. And it shows the premium that Americans are wisely putting into transportation.

As we follow that blueprint for the 21st century, we must keep in mind that transportation is about more than concrete, asphalt and steel. It is about people -- their education, their jobs, the community we share. Building a safer, stronger,

smarter and more united transportation system, so Americans can pursue opportunity.

Let me end on this.

In his final speech, Dr. King said, "Let us rise up...with a greater readiness. Let us stand with a greater determination. And let us move on in these powerful days, these days of challenge to make America what it ought to be. We have an opportunity to make America a better nation."

To this we can all aspire.

But our work is not done. We cannot rest, as President Clinton says, "Until every child has the opportunity to live up to her God-given potential, free from want, in a world at peace."

These times demand that we say no to the status quo. Our best days are yet to come.

Thank you.

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FOR IMMEDIATE RELEASE
Thursday, January 15, 1998

Contact: Lorie Dankers
Tel. 202-366-5565

MEDIA ADVISORY

In recognition of Dr. Martin Luther King Jr. and the importance of public service and volunteerism, U.S. Secretary of Transportation Rodney E. Slater on Friday, Jan. 16, 1998, will visit "Grandma's House," a charity committed to helping children in the District of Columbia.

"Grandma's House" provides 24-hour residential care to abandoned, abused, and HIV-infected children. In addition, it offers support services to help rebuild and reunify families. This charitable organization receives donations from the annual Combined Federal Campaign (CFC) fund-raising drive recently concluded by federal employees.

The 1997 CFC efforts in the National Capital Area collected $37.7 million, the largest amount ever. Federal employees and military personnel raise millions of dollars through the CFC to benefit local, national and international non-profit charities nationwide. Slater is the chair of the 1997 CFC effort.

WHO: U.S. Transportation Secretary Rodney E. Slater

WHAT: Visit to "Grandma's House," - a children's charity

WHERE: 1222 "T" Street, NW
Washington, D.C.

WHEN: 10 a.m.
Friday, Jan. 16, 1998

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DR. MARTIN LUTHER KING, JR., 30TH COMMEMORATIVE SERVICE
JANUARY 19, 1998
ATLANTA, GEORGIA

Today we remember, today we celebrate, the life and legacy of Dr. Martin Luther King, Jr., a great American -- a great leader -- a great humanitarian. I am proud to be with so many gathered here to honor his life.

Last Thursday, on Dr. King's birthday, President Clinton awarded the nation's highest honor -- the Presidential Medal of Freedom -- to 15 people dedicated to serving humanity. And like Dr. King, they have risen to life's highest calling -- active citizenship.

They are models of service to this nation. And serving others is key to building an even stronger nation. Dr. King told us that everyone can be great because anyone can serve. All you need is a heart full of grace and a soul full of love.

Today, all across America, thousands of citizens are actively participating in, a day on, not a day off, to reflect on the life and teachings of Dr. King. And we can say with some pride, this day is a celebration of his vision of community, his vision of service.

I am reminded of Dr. King's final speech. He said if he were standing at the beginning of time and God asked him what age he would like to live in, he would consider Egypt, ancient Greece, the Roman Empire. He would think about looking in on, Martin Luther, Abraham Lincoln, and Franklin Roosevelt.

But despite all these magnificent points in history, Dr. King said he would tell God "if you allow me to live just a few years in the second half of the 20th century, I will be happy."

- more -

In that final speech, "I See the Promised Land," he carried a message of hope and promise. Dr. King knew the 20th century would bear fruit for all, and give opportunity to all.

And we have come a long way in those 30 years. But despite our progress, we are slowed by unfinished business. We are still wary of those different from us. Too often, we talk less to each other and more at each other, if we talk at all.

President Clinton asks you, asks all Americans, to join him in a national conversation about race. He wants us to face one another honestly across lines that still divide us. Clearly, now is the time for honest dialogue.

And Vice President Gore, a true Son of the South, grew up in a household proud to advocate civil rights for all. He knows so well why we must search our souls.

All of us must learn to live together, because the face of America is changing. Today in Hawaii, everyone is a minority. Soon this will be true of California and 40 years from now for all of America.

We may know what America will look like. But it is up to us to decide what America will be like. And Dr. King's vision was so great, his moral purpose so strong. He made us believe that we could be better than we are. And we can.

He said, "Every man must decide whether he will walk in the light of creative altruism or the darkness of destructive selfishness." He called on us to do for others.

And I ask you: what are you doing for others? Let us take this day and grow from it. Let us not wait until next January to perform that act of kindness. Let us serve others, now. Let us make it a part of our daily routine. Let us honor Dr. King's legacy every day, in every way.

Thank you very much.

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REMARKS REPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DR. MARTIN LUTHER KING, JR.,SERVICE DAY
ATLANTA, GEORGIA
JANUARY 19, 1998

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And like Dr. King, they have risen to life's highest calling -- active citizenship.

They are models of service to this nation. And serving others is key to building an even stronger nation.

Dr. King told us that everyone can be great because anyone can serve. All you need is a heart full of grace and a soul full of love.

Today, all across America, thousands of citizens are actively participating in, a day on, not a day off, to reflect on the life and teachings of Dr. King. And we can say with some pride, this day is a celebration of his vision of community, his vision of service.

I am reminded of Dr. King's final speech. He said if he were standing at the beginning of time and God asked him what age he would like to live in, he would consider Egypt, ancient Greece, the Roman Empire. He would think about looking in on, Martin Luther, Abraham Lincoln, and Franklin Roosevelt.

But despite all these magnificent points in history, Dr. King said he would tell God "if you allow me to live just a few years in the second half of the 20th century, I will be happy."

In that final speech, "I See the Promised Land," he carried a message of hope and promise. Dr. King knew the 20th century would bear fruit for all, and give opportunity to all.

And we have come a long way in those 30 years. But despite our progress, we are slowed by unfinished business. We are still wary of those different from us. Too often, we talk less to each other and more at each other, if we talk at all.

President Clinton asks you, asks all Americans, to join him in a national conversation about race. He wants us to face one another honestly across lines that still divide us. Clearly, now is the time for honest dialogue.

And Vice President Gore -- a true Son of the South, grew up in a household proud to advocate civil rights for all.

He knows so well why we must search our souls.

All of us must learn to live together, because the face of America is changing. Today in Hawaii, everyone is a minority. Soon this will be true of California and 40 years from now for all of America.

We may know what America will look like. But it is up to us to decide what America will be like. And Dr. King's vision was so great, his moral purpose so strong. He made us believe that we could be better than we are. And we can.

He said, "Every man must decide whether he will walk in the light of creative altruism or the darkness of destructive selfishness." He called on us to do for others.

And I ask you: what are you doing for others? Let us take this day and grow from it. Let us not wait until next January to perform that act of kindness. Let us serve others, now. Let us make it a part of our daily routine. Let us honor Dr. King's legacy every day, in every way.

Thank you very much.

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41136

News:

U.S. Department of Transportation

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. CONFERENCE OF MAYORS
JANUARY 29, 1998
WASHINGTON, D.C.

Mayor Helmke, you and Mayor Daley and Mayor Rice and so many others gathered here may remember that the first group I officially addressed as Secretary was a mayors' leadership meeting in Key West last February.

I pledged then to visit your cities and see your transportation projects, to meet with you here in Washington -- so I could listen and learn.

Well, I have done that. I have met with dozens of mayors since. And today I am renewing that pledge: my door will always be open to mayors.

We have accomplished much in the last five years for America's cities.

President Clinton set out in 1993 to make the federal government much more fiscally responsible. He also committed to rebuild America and invest in our communities' infrastructure. He has made major strides in both areas.

In a few days, he will submit the first balanced budget in 30 years. And that budget will sustain record-level investment in transportation infrastructure. The President's FY 1999 budget proposal will show an increase of 42 percent over the prior Administration's average infrastructure investments.

As he said Tuesday night in his State of the Union Address, "Americans have pursued a new strategy for prosperity." Part of this new strategy, he said, are investments in science and technology, education and skills and ... transportation.

- more -

The investment already has paid off. Our roads and bridges are in better shape today than they were in the early 1990s. Our transit systems are growing, with record levels of investment. We will soon release a surface transportation condition and performance report that details these gains.

We have worked with communities in rebuilding in smaller ways, as well. Almost $2 billion for community projects has come out of ISTEA. Our lives have been enhanced by new bike paths and more historic preservation.

We all know cities need more resources. But this audience knows better than anyone that just spending more will not solve cities' problems. We have to spend smart, too.

Last week, Mayor Corradini of Salt Lake City sent me a piece of Union Pacific track uprooted during the city's Gateway Project. It is a powerful symbol of a smart investment. By coordinating rail and highway improvements, the Gateway Project will save the city $20 million. It will serve the Winter Olympics and improve the transportation system, while revitalizing downtown.

To continue these investments, Congress must reauthorize ISTEA. I know that is your highest legislative priority. It is ours, too. Last March, President Clinton submitted a solid proposal. Now it is up to Congress to act. And they must act quickly. There are only 85 days left before the temporary extention expires.

President Clinton's reauthorization plan, called NEXTEA, is a $175 billion, six-year program that will ensure that our transportation system is the best in the world. It also will create tens of thousands of jobs, help move people from welfare to work, protect the environment and improve highway safety. As I often say, transportation is about more than concrete, asphalt and steel. It is about people and creating opportunity.

Let me go over what NEXTEA means to cities:

- A 30 percent increase for the CMAQ program, to relieve congestion and reduce air pollution.
- A 30 percent increase for core highway programs.
- A 25 percent increase in safety funding.

- A new $600 million program to fund welfare-to-work transportation services.

There has been broad, bipartisan support for the President's proposals. The House and Senate bills reflect most of NEXTEA's priorities. I ask you today to join forces with us against any assault on those priorities. Every mayor shares our concern over the impact on cities if transit dollars are distributed on the basis of minimum allocation rather than on the basis of need. And as a matter of fundamental fairness, I know mayors also share our concern about preserving the Disadvantaged Business Enterprise program.

Let me say, NEXTEA is not just about the next 6 years, it is about the next 60. The new bill will set the course for the new century.

DOT has developed a strategic plan that has been called the best in government. We set five goals to act on in the 21st century: safety; mobility; economic growth and trade; environment; and national security.

To reach these goals, we must build an integrated transportation system that is international in reach, intermodal in form, intelligent in character and inclusive in service.

Why international in reach? In a global economy, we need a strong national transportation system that will give our businesses the edge they need to compete and win.

Open skies agreements will increase traffic between America and other nations. In 1995, with our friends in Canada, we tore down aviation restrictions. Within two years, three and a half million more people flew between our countries; 50 new routes were served, and the net economic benefit was $4 billion.

Soon, I hope to sign market-opening agreements with Japan, China and other trading partners.

Why intermodal in form?

Ask Willie Brown. San Francisco's airport is taking advantage of opportunities in Asia. The traditional ways to get to the airport were not enough. They made some tough choices, and BART, their transit line, now goes to the airport.

Why intelligent in character? Ask Mayor Campbell about the advantages of Intelligent Transportation Systems. His city had to set up a system that acknowledged both the problems of explosive growth and the need to follow clean air laws. It was hard, but they did it.

Both Mayor Campbell and Mayor Brown know we cannot always make the politically easy decision. We have to take a longer view. What will our transportation decisions mean to quality of life? To communities? To the environment?

This leads me to the fourth principle of my vision for an integrated transportation system. It must be inclusive in service. All citizens must benefit.

One of the biggest barriers facing people who move from welfare to work is finding transportation. We are the "to" in welfare to work. And we want to get communities $100 million a year to help their workers get to work.

President Clinton recognized Elaine Kinslow of Indianapolis, Indiana, in his State of the Union speech for making the difficult transition from the welfare rolls to a payroll. I am proud that Elaine works in the transportation industry as a dispatcher -- one of more than 700,000 transportation jobs created since President Clinton took office. And the business she works in -- which provides rides to welfare recipients who do not have access to public transit -- is exactly the type of service we want to fund with our new $600 million program.

There are many welfare-to-work projects -- from big cities like Chicago to small communities like Pine Bluff, Arkansas.

If we reauthorize ISTEA based on these four principles -- what I call the four I's we will help create our future and determine our destiny.

Not long ago, a lot of people wrote off our cities. But recent reports show that cities are back. Economies are up, unemployment is down, crime is down, tourism and local business are booming. And it is our cities where we have seen effective reform that is changing the quality of citizens' lives.

You have helped America come back. But we have more to do. Together, we can make sure that our best days are yet ahead of us.

# # # #

4.141

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATIONRODNEY E. SLATER
TASC 2ND ANNIVERSARY
JANUARY 22, 1998
WASHINGTON, D.C.

Thank you, George (Fields).

I am delighted to be here for this celebration. I know you have all worked very hard to make the Transportation Administrative Services Center a success since it opened two years ago.

When Vice President Gore called on government to reinvent itself several years ago, the Department of Transportation stood at the ready. We have since cut miles of bureaucratic red tape. We have done away with hundreds of pages of unnecessary public and internal regulations. And we have made government more of a customer service organization, as it ought to be.

All this is what I call common-sense government, which I pledged would be one of the Department's goals when I became secretary nearly a year ago.

Clearly, TASC is a leader in this effort. In just two short years, you took what had been a far-flung network of technical and administrative services and made it into a single, business-oriented operation.

And even though you are fee-based, and cost-conscious -- the hallmark of the TASC culture remains customer service.

After all, how many other federal workers think of themselves as customer service representatives?

And I can see from those (four) Hammer Awards you have on display in the back of the room, that Vice President Gore agrees that TASC is making government work better and cost less.

Your information technology program -- which you call I-TOP -- I understand is so popular that you will soon use up over $1 billion in contract authority 5 years ahead of schedule. I can see why you won a Hammer award for the program.

Perhaps the biggest compliment comes from the private sector. I hear you do such high quality work that private contractors are anxious to partner with TASC in delivering services.

Very impressive.

I know you have a very active agenda planned for 1998. There is the acquisition project for a new DOT headquarters; bringing in the Department of Commerce's Aeronautical Charting and Cartography services; and working on the Dockets Management System so the public can file electronically, reducing the paperwork load. And that is the short list!

George, I know you and your customer service representatives have your work cut out for you. But I have been in public service for many years and I know the dedication of public servants. So I am confident in what you can do and what you can achieve.

I know that for all of us, our best days are yet to come.

Thank you.

# # # #

4:142

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MEETING WITH THE GREEN GROUP
JANUARY 22, 1998
WASHINGTON, D.C.

10-15 min. (Camille Mittelholtz)

- I welcome this opportunity to speak with you today on important transportation and environmental issues facing the nation.

- We have developed a strategic plan to set the framework for transportation excellence in the 21st century. Protecting and enhancing communities and the natural environment is one of five strategic goals in the plan. Economic growth and trade is another -- and, as you know, balancing these priorities in transportation hasn't always been easy.

- I'm here to talk to you today about my action agenda for transportation and the environment, starting with ISTEA reauthorization.

- I want to leave here having accomplished three things. First: clearly, you should know where the Department stands on the issues that are important to you. Second, I need to hear your views. And finally, I want to challenge you to help us move forward together in a way consistent with the President's belief that a clean environment and a strong economy go hand in hand.

ISTEA REAUTHORIZATION

- As you know, in 1991, ISTEA fundamentally redefined the relationships among the federal government, state and local government, and the private sector. MPOs are empowered to make important decisions on how Federal dollars will be spent, and states and communities have flexibility to choose among funding programs for the best transportation solutions. This flexibility has enabled states to transfer more than $3 billion from highway programs to transit.

- ISTEA's landmark environmental provisions have been used to reduce air pollution, preserve wetlands and open space, and to make transportation more compatible with the environment. Under CMAQ, we have funded many projects improving transit services and accommodations for bicyclists and pedestrians. We have restored historic railroad terminals, turning them into multimodal transportation centers. We have funded wetlands restoration projects such as the Sandy Island mitigation in South Carolina.

FTA's Livable Communities Initiative has helped localities plan transit and sustainable development patterns.

- Last spring, the Administration announced its proposal for reauthorizing ISTEA. When he unveiled the National Economic Crossroads Transportation Efficiency Act -- NEXTEA -- the President called it one of the most important pieces of environmental legislation the Congress will consider last session. It is still one of the most important pieces of environmental legislation pending in Congress right now.

- NEXTEA continues and strengthens the transportation framework for a cleaner environment and sustainable communities. And it also increases safety and efficiency.

- My highest legislative priority is passage of an ISTEA reauthorization bill consistent with the Administration's NEXTEA proposal. Congress must act soon -- the clock is ticking.

- The six-month extension runs out in 98 days: May 1. This is a real deadline. Congress must act before May 1 if we are to avoid major disruption to the highway and transit programs. We're pushing for Congress to act soon, but not just on any bill. We're going to fight for the environmental priorities laid out in NEXTEA.

FUNDING LEVELS AND FLEXIBILITY

- NEXTEA called for $5 billion annually in direct transit funding, more flexible funding which could be transferred to transit, and eligibility for Amtrak, freight rail, and intercity terminals.

- The Administration strongly opposes minimum allocation for transit programs, which would gut Federal support for urban transit.

PLANNING PROVISIONS

- NEXTEA would further strengthen the role of central cities in transportation planning and simplify federal planning requirements.

- The Administration would oppose weakening of current planning provisions

CMAQ

- NEXTEA proposes a $1.3 billion annual increase in Congestion Mitigation and Air Quality Improvement Program funding. CMAQ is extended to areas failing to meet new air quality standards.

- The Administration would oppose any amendments to weaken the Congestion Mitigation and Air Quality Improvement program or the Clean Air Act, including using CMAQ funds to increase single-occupant vehicle capacity.

TRANSPORTATION ENHANCEMENTS

- NEXTEA calls for a 35 percent increase in Transportation Enhancements funding for walkways, bike paths, historic preservation and other community-oriented transportation projects.

BYWAYS AND TRAILS

- NEXTEA would continue funding for National Scenic Byways and recreational trails.

ENVIRONMENTAL REVIEW

- The Administration did not propose changes to the environmental review process, but we are committed to administrative reforms to the process. The Administration will oppose any amendment to weaken the National Environmental Policy Act. We believe there is momentum in Congress to do something on environmental streamlining, and would prefer a reasonable streamlining approach that doesn't risk opening NEPA up for further amendment.

- The Department and the Administration appreciate efforts by your organizations to support the environmental provisions in NEXTEA, and we challenge you to support these provisions with your resources. I expect to talk to mayors and other groups in the next few weeks to urge them to energize their constituencies that find ISTEA reauthorization important, so your invitation today is most timely.

CLIMATE CHANGE

- Now that the Kyoto Protocol to the UN Framework Convention on Climate Change has been agreed upon, we face the important task of developing US strategies, especially for meeting the goals and emissions reduction targets set forth in the protocol.

- We recognize that transportation is a major contributor to overall U.S. greenhouse gas emissions.

- Technology will play an important part in helping us reach targets while seeking a strong economy and US role in international trade. Cleaner, more efficient vehicles are under development in partnership among government and the private sector.

- There are other strategies, such as more efficient transportation, that may also help us reach our goals.

- The US will work within the International Civil Aviation Organization and the International Maritime Organization as those organizations respond to the Kyoto challenge to develop response to climate change for aviation and marine emissions.

- We will want to work with the many stakeholders, including your groups, in deciding which strategies are best for the U.S. to pursue to meet emissions reductions targets.

- Research will form an important part of our strategy to reduce transportation's greenhouse gas emissions. The NSTC Transportation and Sustainable Communities
  Research plan will set forth coordinated Federal research proposals in this area.

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4.1140

TALKING POINTS FOR FAY IMPROVEMENT COMPANY CONFERENCE
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
JANUARY 27, 1998
WASHINGTON, D.C.

- Let me begin with good news: we have achieved record-level investment in transportation infrastructure during the Clinton Administration – on average, 25% more on infrastructure than under the previous Administration.

- And in a few days, when the President announces his 1999 balanced budget proposal, there will be more good news: the President's budget sustains our record-level investment in infrastructure.

- I noticed that the luncheon program title reflects your interest in how the Department of Transportation will meet the transportation investment needs in the 21st Century. Clearly, your concern is real.

- It's real because transportation is about more than concrete, asphalt and steel. Transportation is about safety – the north star by which we are guided. Transportation is about mobility: Americans who must get from home to work and school and all of the other places they must travel in a day. It is about our link to a strong economy, and also to a clean environment that is community-friendly. And it is about our nation's security.

- These things have become our five strategic goals. You are right – we have much to do. Transportation's place in an economy that honors opportunity and in a society that demands responsibility requires us to do much, and do so within the context of a balanced budget.

- On Thursday, I will release our Condition and Performance report for the nation's surface transportation infrastructure. Our roads and bridges are in better shape today than they were in the early 1990s. Our transit system is growing with record levels of investment. Our rail system is sound.

- But continued investment is vital: The economy is strong partly due to our efficient and flexible transportation which keeps costs low. Keeping a competitive edge means recognizing that the "bridge to the 21st century" isn't just a metaphor; we need literal bridges, so the President has closed the nation's infrastructure deficit while balancing the budget.

- To protect our investment, we must reauthorize ISTEA. It is our highest legislative priority. Our NEXTEA proposal is a record $175 billion program for investment. It raises overall transportation funding 11 percent.

- NEXTEA will create tens of thousands of jobs, help move people from welfare to work, protect the environment and improve highway safety. It is a bill that sets the course for a new century.

- Transportation is the engine of the economy. Let me challenge you: don't let another day go by without encouraging Congress to act and act swiftly on a bill that reflects NEXTEA's priorities.

- Let me tell you a little more about our core priorities – about creating a transportation system that is international in reach, intermodal in form, intelligent in character and inclusive in service.

- Earlier this month, I told the Transportation Research Board about the importance of innovation in research and technology that will lead us into the 21st Century. We will maintain highway, transit, airport investment while increasing investment in new technologies -- ITS infrastructure and vehicles, Flight 2000, aviation safety research, and high-speed rail.

- Another innovation is one in which the business world has been familiar with for a long time. Aging infrastructure and growing traffic mean continuing investment demands, and federal funding can't meet all needs.

- ISTEA recognized the need to complement traditional grant programs with other forms of financing to attract greater private sector and non-Federal public sector investment in transportation projects. We created an innovative financing program to leverage nonfederal resources for nationally-significant projects.

- Innovative financing was an experimental effort to attract private investment and to cut red tape. It has produce results. Innovative financing made possible 74 new projects worth $4.5 billion. It generated $1 billion in new capital, and sped projects up by an average of two years. I am proud to say that these strategies are now standard practices. Under the NHS bill, innovative finance became part of the regular Federal-aid highway program.

- We have done more. State Infrastructure Banks – SIBs -- use federal seed capital to leverage private investment through loans and credit enhancement and serve as revolving loan funds. State transportation departments put initial "seed" money into a special "bank" established specifically to finance transportation infrastructure investments.

- States can then use these seed funds to loan money to transportation projects, or use the funds as a credit enhancement, or to subsidize the interest rates for a project. At first, 10 states were designated as SIB pilot states.

- On June 19, 1997, Vice President Gore announced approval of 29 new participants in the pilot program. Now, we have 39 states and Puerto Rico, including two regional infrastructure banks where two or more states have banded together forming a SIBs serving multi-state transportation needs.

- Two other innovative mechanisms include GARVEES (Grant Anticipation Revenue Vehicles), which enable projects to be amortized by backing bonds with future federal funds, and credit assistance -- standby lines of credit that have built Orange County toll roads and made a $400 million direct loan to the Alameda Corridor.

- Our NEXTEA proposal includes more innovative finance: it expands State Infrastructure Banks, and establishes a stable source of seed funding.

- It's part of the way we encourage public-private partnerships. We want private sector partners to finance, build, operate, and maintain transportation facilities. Through these partnerships, our best days are yet to come.

4.131

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
Wednesday, January 28, 1998

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

MEDIA ADVISORY

U.S. Secretary of Transportation Rodney E. Slater will present President Clinton's proposed fiscal 1999 budget for the Department of Transportation at a media briefing Monday, February 2, at 1:00 p.m., in the Marx Media Room, room 2201, at the U.S. Department of Transportation.

Administrators from the department's operating administrations and representatives from the Office of Budget and Program Performance will be in attendance and available for questions after Secretary Slater's presentation.

The event is open to credentialed media only. Please use the department's Southwest entrance.

WHO: U.S. Secretary of Transportation Rodney E. Slater

WHAT: Media briefing on the FY 1999 Department of Transportation budget proposal

WHEN: Monday, February 2, at 1:00 p.m.

WHERE: Marx Media Room, room 2201, Department of Transportation
400 Seventh Street, SW, Washington, D.C.

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Non Media –

41138

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WELFARE TO WORK
JANUARY 28, 1998
SYRACUSE, NEW YORK

- The Department of Transportation is working toward a society that demands responsibility. The President's welfare-to-work programs help Americans help themselves.

- Transportation is the "to" in welfare to work. Providing access to transportation removes one of the main barriers to bring people to jobs; three-of-four welfare recipients live in rural or urban areas making access to work difficult. Currently, nine-out-of-ten jobs are located in American suburbs.

- To help ensure that all Americans have access to jobs, the President has asked Congress to authorize $100 million annually -- through the transportation reauthorization bill (NEXTEA) -- to support transportation services helping welfare recipients gain access jobs.

- We are working with the U.S. Departments of Health and Human Services and Labor to include transportation services in their efforts to move welfare recipients to work.

- We are reaching out to the private transportation and construction industries to encourage them to hire welfare recipients.

The President is expected to recognize a former welfare recipient, Elaine Kinslow, during the State of the Union address. If she is recognized:

<u>Background on Elaine Kinslow:</u>

Currently, Kinslow, is a transportation dispatcher who earns $18,000 a year. She left welfare for good last February after 13 years on and off the rolls. Just ten days ago, she moved her family to a safer neighborhood offering better schools for her children. Today, Kinslow is a 37-year-old divorced mother of four, who had her first child as a teenager. Last February, Path Finder Transportation Service of Indianapolis hired Kinslow as a driver making $6.25 per hour, and she was promoted last month as a dispatcher.

- Elaine Kinslow, a former welfare recipient, who President Clinton recognized in his State of the Union address, is a successful example of how welfare reform *can* work. Her employer -- the Path Finder Transportation Service of Indianapolis that transports medical patients to doctors' appointments, also provides rides to former welfare recipients whose jobs cannot be reached by

public transportation -- answered the President's challenge directed at private industry to hire welfare recipients.

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41139

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE JOBS PLUS! PROGRAM
SYRACUSE, NEW YORK
JANUARY 28, 1998

Thank you. It is a pleasure to be here with you today and to see, first hand, your wonderful program. As President Clinton said in last night's State of the Union address, we all have a part to play in strengthening our nation for the 21st century.

The President last night announced that, for the first time in three decades, we will have a balanced budget. We all have -- and will continue to benefit from the fiscal discipline the President has brought to Washington. It has helped spur an economic boom that has created more than 14.3 million new jobs, and the healthiest economy in years.

Among the people recognized last night by President Clinton, Elaine Kinslow stands out for her success in making the difficult transition from the welfare rolls to a payroll. I'm proud that Elaine's job is in the transportation industry. After many years on and off welfare, today Elaine supports her family as a dispatcher -- one of more than 500,000 transportation jobs created since President Clinton took office.

I believe, as President Clinton does, in the kind of strong state and local partnership you have forged here in your Jobs Plus Program. You have taken the challenge of welfare reform and found a way to address the major obstacles welfare recipients face -- obstacles like training and transportation. But many of you here today are on the front lines of welfare reform, so you know what I'm talking about.

Let me say that transportation is the "to" in the phrase Welfare to Work. But it is a "to" that is very much an obstacle today. You cannot get a job if you cannot get *to* a job. And, since only 6% of welfare recipients own cars, people who want to experience the joys of work, who want to give an honest day's work for an honest day's pay, need to find a way to get to those jobs. Transportation is the ticket for giving all Americans hope and opportunity.

Right here in central New York, the Onondaga Jobs Plus Program is an excellent example of the kind of cooperation needed to make this work. The county is cooperating with Centro to fund transit vouchers for welfare clients, permitting them significant or unlimited use of the extensive Centro transit network.

This public investment in transit will be returned many times over with productive, taxpaying citizens who will contribute to the economic life of the county and this nation.

President Clinton is seeking to support such vital transportation connections. If Congress passes our transit and highway legislation, $100 million a year will be available to states and local governments. New or additional transportation services such as route extensions, expanded service hours, ridesharing, vans and shuttles, or guaranteed ride home programs could connect even more welfare recipients to more jobs and services.

When the score card on welfare reform is added up, I believe transportation will be regarded as a bridge to financial opportunity, not a roadblock to economic independence. If we solve the transportation problem, we will help a lot of people.

Working together, we can be sure that our best days truly are ahead of us.

Thank you very much.

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41137

News:

U.S. Department of Transportation

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODENY E. SLATER
U.S. CONFERENCE OF MAYORS AFRICA SUMMIT
JANUARY 28, 1998
WASHINGTON, D.C.

As you know, President Clinton, and I, and all in his administration are deeply committed to bringing Africa and America closer together.

Our message is clear and unequivocal: America wants Africa as a full partner. The marginalization of Africa is over, and over forever. And there is no clearer sign of this than President Clinton's trip to Africa in March.

Last night, in his State of the Union address, the President reminded us that as we enter the 21st century, we must seek opportunity in all the markets of the world, including Africa.

That is our future. He is right to say we must shape this global economy, not shrink from it.

And to that end, I hope to visit several African nations to help prepare the way for the President. And I hope to visit South Africa to support Vice President Gore during the Bi-National Commission meetings with Deputy President Mbeki in late February.

My goals are to expand trade and investment opportunities, and to increase our cooperation in transportation.

As Secretary Daley knows, there is a lot of interest in doing business with the mighty nations of Africa.

Last fall, I held a day-long trade and investment roundtable here in Washington. It was well-attended by a diverse group of people -- African and American, government and industry -- all dedicated to building a stronger partnership.

- more -

We put out a report on our discussions. We have copies for you, and I urge you to pick one up and read it over.

In December, I met with business people in Miami. And let me say, they saw vast potential in doing business with Africa. We also talked at length about how to break down some of the barriers to trade that we now face.

And from all this, I have learned that transportation is the tie that binds. It is vital to Africa's continued economic development.

As mayors, each of you know how important transportation is to the communities you serve. You know that transportation is about more than concrete, asphalt and steel. It is about access to opportunity.

That is why I believe the Department of Transportation can and should play an active role in advancing President Clinton's Africa Initiative.

Let me give a few examples.

In aviation, there is much to do. There is no direct service by our airlines to Africa, but with time that will come.

In the last year, Kenya, South Africa, and Uganda gave approval to U.S. airlines -- to team with international partners -- for service. So today, you can fly from cities like Miami and New York to South Africa. And more service options are under consideration.

But we need to improve the safety of the aviation system in certain parts of Africa. I have asked the FAA to develop an outline of what will be needed in that regard.

Good highways are key to any transportation system. So we opened a technology transfer center in South Africa and will open one in Tanzania to share information on highway technology. We also hope to bring attention to the safety problems on roads throughout the continent, as traffic crashes are the second highest cause of death for young Africans.

In transit, we are working with private taxis to improve service in South Africa.

Our Maritime Administration is working with the government of Ghana to buy American-made power barges to produce electricity.

So let me end on this.

I believe that we are truly at a crucial junction. We have an historic opportunity to make real changes.

Working together, we can build a 21st century Africa bound as one by a modern transportation system. I see nations connected to one another by transcontinental highways and interregional railways. I see unrestricted air travel. I see super-cargo ships freely moving between U.S. and African ports.

I see Africa, and America, on the move.

Working together, we can improve the lives of millions of Africans and Americans. We can create new trade and investment opportunities for U.S. businesses. And we can build an integrated transportation system of the 21 century that is international in reach, intermodal in form, intelligent in character, and inclusive in service.

And working together, we can be sure that our best days are yet to come.

Thank you very much.

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U.S. Department of
Transportation

News:

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

REMARKS AS PREPARED FOR DELIVERY
TRANSPORTATION SECRETARY RODNEY E. SLATER
TO THE AMERICAN BAR ASSOCIATION FORUM ON AIR AND SPACE LAW
WASHINGTON, D.C.
JANUARY 30, 1998

Thank you. I want to use this opportunity today to reflect a little on 1997 and the year ahead. For I have been in office almost a year, as hard as that is for me to believe.

Interestingly, this past August, I spoke to the American Bar Association in California. I remember it, clearly, because it was the week when Democrats and Republicans, the President and the Congress, all agreed they could balance the budget in five years.

Who would have thought, less than six months later, as I again speak to an ABA forum, President Clinton is sending to Congress next week a balanced budget -- three years early. The first balanced budget since Lyndon Johnson was President.

I think there are lessons here. We see what can be achieved when two camps get together and say: let us have a constructive dialogue, let us look at proposals, let us take action, and let us do something for the good of all.

It is a lesson, I think, this industry and this Department of Transportation have lived by, and I want that to continue.

Last year was a very good year for aviation. One of the best.

Together, we made strides in safety -- my top priority, our top priority.

Just last month, I was proud to join with airlines in announcing that they had agreed to begin installing enhanced ground proximity warning systems on over 4,000 aircraft, before being required to do so by regulation.

In two weeks, I will present a report to President Clinton on all that we accomplished in the year since the White House Commission on Aviation Safety and Security issued its final report. This report will highlight all we did, and all we will continue to do -- together.

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Last year was the third year in a row of healthy profits for the industry. That is very different from five years ago, when the President came to office. Airlines had collectively lost $10 billion in the prior three years -- $10 billion.

Within a month of taking office, the President met with industry leaders and then established an airline commission asking: what can we do? And the answer was to take steps to revitalize the industry, and to improve the economy.

You have worked hard to revitalize the industry. And the President has certainly done his job. As he said Tuesday night: we have the lowest unemployment in 24 years, the lowest core inflation in 30 years, and over fourteen and a half million new jobs. Let me say it simply: as economic growth goes up, so do revenue-passenger miles. In the international arena, we made more progress opening markets for our carriers to compete than at any time since the Chicago Convention of 1945.

In the past year, 15 open skies agreements were signed. We have signed 27 in less than three years. These agreements, as you know, generate billions of dollars in revenues for our airlines. And we are very close to signing a market-opening agreement with Japan -- one of our biggest trading partners -- which could boost U.S. airline revenues by more than $1 billion a year.

As we enter the 21st century, I pledge to continue opening skies across regions, and to invite every region of the world to be our partner, so no region is left out. There is more work to be done, to be sure.

We need to make progress with China, France, Italy, the Dominican Republic, Peru, Ethiopia, Ghana, Senegal and others. I am convinced we will have breakthroughs within this group later this year. And, as always, I am ready to meet with the United Kingdom.

I want to see global open skies that will pull the world closer together in the coming century -- just as the Interstate highway system pulled this country together in the last half of this century.

Transportation is the tie that binds. Let me say again, together we have made more progress in opening international markets than any time in the history of aviation. And our successes internationally track the successes in the domestic market that we have seen since the deregulation of this industry.

Deregulation has been good for both airlines and consumers. On average, domestic passengers today pay a third less (in constant dollars) than they did 20 years ago. Consumers like it when prices go down, not up, and the great increase in passengers obviously shows that. And airline profits are at records levels, totaling $10 billion over the last three years.

Today, more frequent, better timed service is generally available to cities of all sizes around the nation.

But at the end of the day, I know that what you want, is for the economy to stay strong, and the airline industry to stay healthy and dynamic. I want that, too. We will work hard together to make it so. To help get us there, we must also focus on modernization, standardization and, most importantly, how to pay for these.

But looking ahead, there is another issue we must confront. We have heard a rising chorus of concern regarding airline competition and how consumers are affected.

Congress has held hearings on competition. At least four bills are pending. I have heard from mayors, consumers and business leaders from across the nation. The General Accounting Office has done studies. At least half a dozen community roundtables have been sponsored by lawmakers around the country.

We are hearing two separate -- but related -- concerns.

First, there is concern about the disparity in fares, and service to some communities. And this raises questions about access to the nation's aviation system. Senators Frist, Dorgan, McCain, Rockefeller and Majority Leader Lott as well as Chairman Duncan have all spoken forcefully on the subject.

Our aviation system should be inclusive in its service.
Now, I understand that in some areas of the country there has been insufficient demand to support jet service.

The development of a new generation of regional jets may assist addressing the problem. We all need to work together -- labor and industry, Congress and the Department of Transportation, to integrate these planes into the aviation system.

The second concern is one we have heard from new entrant carriers. They have alleged anti-competitive practices by established airlines. They have complained that they have not had an opportunity to compete fairly. Some complaints appear to have merit, and some do not.

Our responsibility at the Department of Transportation is to ensure that every airline -- large or small, new or established -- has the opportunity to compete freely. That is what deregulation is supposed to be all about -- a fair chance to compete.

So we asked ourselves what we should do about possible anti-competitive practices. We could have dictated a policy. We could have pursued an enforcement strategy. But that would have been "old style government." Instead, we want to work with you as we define those anti-competitive practices.

Some in industry said: give us guidance. And that is what we will do. We will set forth concrete guidance on what we believe might be unfair methods of competition -- especially at hub airports.

And we will actively engage industry, lawmakers, consumers, city leaders, state officials and others in a full and honest discussion. The end result, we hope: a clear and informed policy that preserves the benefits of competition, and protects the interests of consumers.

Let me end on this.

Some may say that steps to address these issues would amount to re-regulating the industry. Nothing could be further from the truth.

Alfred Kahn, the father of airline deregulation, said 20 years ago: "The eggs have been scrambled and cannot be put back together." I strongly agree. We are not about to turn back the pages of history.

As chief executives of major airlines are quick to remind me, the industry is one of the most competitive in the world. Indeed it is.

And let me be clear, aggressive competition is good. It increases service. It keeps fares down. And it has made our airlines the most efficient anywhere. But anti-competitive practices hurt consumers. And it is the Department of Transportation's job to vigilantly watch the market to protect them.

Our common goal is to expand the pie, to provide opportunity for all, and to grow our aviation industry and prepare it for the challenges of the 21st century. In a dozen years, 1 billion people will be flying, compared to 600 million today. And we must be ready.

By working together, by encouraging vigorous but fair competition, I know that our best days are yet to come.

Thank you very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ANNOUNCEMENT OF U.S.-JAPAN CIVIL AVIATION AGREEMENT
JANUARY 30, 1998
WASHINGTON, D.C.

I am delighted to be here today to announce this new aviation agreement between the world's two biggest economies -- the United States and Japan.

It is a significant agreement. It adds to the bounty of new trade agreements, which number some 240 since President Clinton took office.

And I would note, that it is the first major trade agreement the United States has signed since President Clinton renewed his pledge to open new markets, in Tuesday night's State of the Union address.

This latest agreement will greatly liberalize the $10 billion U.S.-Japan aviation market. And the agreement comes at a critical time as our economy enters a new era of global competition in the 21st century.

Today, record high exports account for fully one-third of America's economic growth. So it is absolutely critical that our transportation system be international in reach to support this growth.

And expanding that reach is exactly what this agreement does. It will expand the aviation market between the United States and Japan. And it will let U.S. airlines fly to Japan and beyond to other points without restriction. This is good because greater access to Japan means greater access to the rest of Asia.

So what does this mean to the average American? By opening this market to more competition, American consumers will benefit from better service and more flights across the Pacific, and around Asia.

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By adding flights, we add capacity. And added capacity should help drive down air fares, this despite the complexities of pricing in the Japanese market.

The U.S. aviation industry also is a winner because there will be more flights to Asia and more airlines will be allowed to enter this key market.

Let me give you a few highlights of the agreement.

First, it lifts all current restrictions on the number of flights and cities served -- in both the United States and Japan -- by so-called incumbent carriers. These include United Airlines, Northwest Airlines, and Federal Express.

Second, it nearly triples the number of flights allowed by so-called non-incumbent air carriers to 136 flights per week. These carriers include Delta Airlines, American Airlines and Continental Airlines. And two additional U.S. carriers will be able to enter the U.S.-Japan market -- one immediately and one in two years.

Next, the agreement allows, without restriction, all incumbent passenger carriers to fly from Japan to any other country. Also, incumbent cargo carriers will be allowed to fly unrestricted to any point in the world.

This agreement also allows U.S. and Japanese airlines to enter into cooperative arrangements -- known as code sharing. This will lay the groundwork for Japan to seek greater market liberalization in the future.

Finally, the current number of charter flights will be allowed to double to 800 flights per year.

All told, this is an excellent agreement.

It will boost U.S. airline revenues by just over $1 billion a year. And it will increase net, U.S. aviation service exports by nearly $1 billion a year.

The agreement also will generate billions of dollars in new economic activity in cities across the nation.

Let me put this agreement in larger perspective.

We have signed 27 Open Skies aviation agreements in the last three years -- including five last year in Asia and the Pacific. Open skies around the globe continue to be our goal.

Still, we recognize that most goals are achieved a step at a time. That is what this agreement is -- a step forward. So, we will keep pushing forward with Japan and all our trading partners to open skies worldwide.

Let me end by saying this agreement is about more than just additional air flights to Asia. It is about more jobs for Americans. It is about growing our communities by linking them to the global economy. And it is about providing opportunity for all Americans.

That is what this new agreement will do. It will strengthen America for what lies ahead in the 21st century.

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TALKING POINTS
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CNBC INTERVIEW ON U.S.-JAPAN AVIATION ACCORD
WASHINGTON, D.C.
JANUARY 30, 1998

As President Clinton said in the State of the Union, we need to tear down trade barriers to open new products for American products and services. This accord does that, and is a dramatic step forward for airlines, consumers, and cities in both countries. This is vital for our future: the Asia-Pacific region accounts for over one-third of the world's international passenger traffic, and this agreement will continue to provide America's carriers, passengers, and businesses critical access to this region. ***Benefits:***

* **Billions of dollars of economic benefits through more convenient service to more cities and the expansion of local economies from increased trade, investment, and tourism.**

* **Accord removes all restrictions for "incumbent" carriers (United, Northwest, FedEx), allowing them to operate from any U.S. gateway to any point in Japan.**

* **Other U.S. carriers serving Japan can expand service. Example: American, Delta, Continental will be able to nearly triple round-trip flights.**

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