U1134

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CONSTRUCTION WRITERS ASSOCIATION
MAY 1, 1998
WASHINGTON, D.C.

This is a critical moment in Washington as the Congress considers a multi-billion dollar transportation bill. Today marks the expiration of the short-term extension of ISTEA. So, without immediate Congressional action, States may not obligate construction funds after midnight tonight.

So I must give you credit for an incredible sense of timing to know so many months in advance -- when you scheduled this meeting -- that this would be a hot topic on Capitol Hill this week.

And I will speak -- loudly and clearly -- about the six-year highway and mass transit bill now before the Congress. This is some of the most significant domestic legislation lawmakers will consider this year. It is not just about the next 6 years, it is about the next 60 years. It is not just about transportation. It is about the economy, the environment, opportunity, our quality of life.

It is about our future.

President Clinton sent his transportation proposal to Congress over one year ago. Congress needs to finish its work. The Administration stands ready to seek resolve funding issues. We can find common ground.

Clearly, transportation is a topic of great interest to the American people, to you, and to our friends in the House and Senate who -- even as we speak -- are hard at work on the bill.

Before I turn to the details, let me give a little perspective. I have been Secretary of Transportation for 14 months. It has been a time of extraordinary change.

When I took the job, I said I had three things to focus on: safety, record-level investment and common sense government. I am proud to say that we have made significant progress on all fronts. A new surface transportation bill will ensure that we continue to make progress.

President Clinton has made clear his commitment to investing an ever-stronger transportation system.

- more -

The investment has paid off. Our roads and bridges are in better shape today than they were in the early 1990s. Our transit systems are growing all across the country, in urban and in rural areas.

Amtrak is on track -- it can be a key part of a national transportation system. And we are working to assure that our maritime industry, is ready to handle a (projected) doubling in ocean-borne trade in 20 years.

Clearly we must have a transportation system where people and goods move from American communities easily and safely to communities around the world.

In traffic safety, we are working with industry to develop programs that could save thousands of lives.

I also want to continue to bring common-sense government to consumers and to our many partners.

Our transportation industry has created some 700,000 new jobs in the last five years. Transportation now generates 11 percent of U.S. economic activity, and is growing. And this administration's commitment is growing as well.

President Clinton's asked for $175 billion over the next six years in his transportation proposal.

Why can we invest so much?

The President's economic program has helped produce economic conditions scarcely imagined in 1993: we have moved the Federal budget from a crushing deficit to a likely surplus, we enjoy low unemployment, modest inflation and sustained economic growth.

A key component of this economic success is the President's commitment to investments in our future. Investing in a reliable, efficient, and a well-constructed system of highway and mass transit is an important domestic priority and critical to our economic success.

Therefore, reauthorization of the Nation's surface transportation programs is an important part of the President's investment strategy.

But we are seeking balance in our surface transportation program. We need good roads, but we also must have strong transit systems, airports, and seaports.

At the same time, the transportation program must support and strengthen our key national priorities: improved safety, equal opportunity, protection of the environment, strong transit and highway systems, and safeguards for American workers. President Clinton's proposal will do all these things.

Congress agrees. Lawmakers included almost all the President's principles in their proposals, and did it with bipartisan support.

But, as the President said last week, the legislation now in conference is far in excess of anything we can afford. The President will support more spending ... if it stays in line with the balanced budget agreement reached with Congress last year.

Even if there is a budget surplus, this surplus is not for transportation. It must be reserved for Social Security, first. Not one dime of it --as the President said yesterday-- should be spent until we fix the Social Security system.

We need to strike a balance between how we invest in our people and in our infrastructure.

I have congratulated Members for their bipartisan efforts to reauthorize the transportation bill. I pledge the Administration's assistance throughout the conference process to achieve legislation the President can sign. So, while we support record-level investment, it cannot be at the expense of other important programs.

I urge Congress: show restraint and resolve in the days ahead. Work with us to put forth a bill that responds to our nation's needs.

Let us work together quickly, for the spring construction season is upon us. We are running out of time -- the deadline is midnight tonight. And we are running out of money for key programs, especially for highway safety.

We need a bill, and we need it now.

Let me close on this.

In transportation, our real product is not highways, or airplanes, or cars. Our real product is getting people to school, to work, to play ... to connect people to all the opportunities available to them. Transportation is the tie that binds.

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.

That is what this entire debate in Congress is all about. And I believe we will make the right choices for I believe our best days are yet to come.

Thank you.

# # # #

f

FINAL
U.35

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, May 1, 1998

DOT 89-98
Contact: Bill Adams
Tel.: (202) 366-5580

STATEMENT OF SECRETARY OF TRANSPORTATION RODNEY SLATER ON ISTEA EXPIRATION

The temporary, six-month extension of ISTEA expires at midnight tonight. I will continue to work with Congressional leaders to help them reach an agreement on a bill that increases transportation investment while protecting our commitment to a balanced budget and to the President's priorities such as education, child care and, importantly, Social Security. Congress should act swiftly to send the President a balanced, responsible ISTEA reauthorization bill that will continue these vital programs and that uses them to meet important national goals such as environmental protection, welfare to work, and technological innovation.

If Congress fails to act quickly, we will soon see the effects of this expiration. It could force a shutdown of vital highway safety programs and delay crucial highway projects just as the spring construction season is beginning. Also, states, which rely heavily on federal funds to pay their safety inspectors, may be forced to lay off their inspectors. Staff who fight drunk driving and perform other safety activities funded through the National Highway Traffic Safety Administration are rapidly running out of money.

The President submitted reauthorization proposals over a year ago. A Congressional conference committee is working to reconcile ISTEA reauthorization bills passed by the House and Senate over the past two months. We stand ready to work with the conferees to quickly move to the President's desk a responsible bill which would continue these important transportation programs.

###

Final

DOT OFFICIALS TALKING POINTS
ISTEA EXPIRATION
MAY 1, 1998

"The temporary, six-month extension of ISTEA expires at midnight tonight. I will continue to work with Congressional leaders to help them reach an agreement on a bill that increases transportation investment while protecting our commitment to a balanced budget and to the President's priorities such as education, child care and, importantly, Social Security."

-- Secretary Slater, May 1, 1998

* **ISTEA extension expires.** At midnight tonight the temporary extension of ISTEA's highway, transit, and safety programs expires. States will be prohibited from obligating federal highway funds.

* **Highway projects, safety programs face shutdown.** States' inability to obligate highway funds could bring new projects to a halt around the country just as the spring construction season begins, throwing workers out of their jobs and delaying needed road improvements. States, which also rely heavily on federal funds for highway safety programs, may be forced to lay off safety inspectors.

* **The President's proposal.** President Clinton submitted his ISTEA reauthorization proposal to Congress more than a year ago. The President's proposal increased transportation investment to record levels while balancing the budget and honoring other critical national priorities.

* **Progress in Congress.** The Senate passed its ISTEA reauthorization bill this March, and the House followed a month ago today. These bills incorporate many of the President's priorities, although we're concerned that the spending levels exceed those in the bipartisan balanced budget agreement. Congressional conferees are currently working to reconcile the two bills.

* **Willingness to work with Congress.** It's urgent that Congress send President Clinton a balanced and fiscally-responsible ISTEA reauthorization bill. We stand ready to continue working with the conferees to help Congress quickly move to the President's desk a bill which increases transportation investment while protecting our commitments to a balanced budget and to saving Social Security first.

#####

4.29

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
JOINT SECRETARIAL WELFARE TO WORK EVENT
MAY 7, 1998
WASHINGTON, D.C.

Thank you. It truly is a pleasure to be here with you today. I am proud to stand here with my colleagues from the Department of Labor and Health and Human Services.

We are here to celebrate the recognition in the House and Senate ISTEA bill of transportation as a critical element in getting people from welfare to work to continue building the partnership -- at the federal, state and local level, and between the public and private sectors -- between transportation, human services and labor agencies.

And we are also here to recommit ourselves to ensuring that the $150 million promise at the access to jobs program is fulfilled in funding in the appropriations process -- which will be beginning soon.

Working together, we have the power to help so many people, to help change lives.

President Clinton asked us to take the very big problem of welfare reform and, using expertise that cuts across departmental lines, design solutions that will move people from the dependency of welfare rolls to the economic opportunity of payrolls.

As you have heard, when we talk about getting and keeping a job, transportation often surfaces as a major obstacle for people making the transition from welfare to work.

That is why we at DOT say that transportation is the "to" in the phrase Welfare to Work. You cannot get and hold a job if you cannot get <u>to</u> a job.

As you have heard in his proposal for the surface transportation bill now being debated on Capitol Hill, President Clinton asked for a six-year, $600 million Access to Jobs competitive grant program. Open to public and non-profit agencies, this program would assist states and localities -- working together to develop comprehensive but flexible transportation strategies to connect welfare recipients with available jobs.

New or additional transportation services such as route extensions, expanded service hours, ridesharing, vans and shuttles, or guaranteed ride home programs could connect people to more jobs and services.

Many in Congress -- among them, Senators Mosely- Braun, Sarbanes Specter and D'Amato and Representatives , Oberstar, Rahall Shuster, Petri, Pascrell, Davis, Costello, Millender-McDonald and Clyburn -- were true leaders in shaping this aspect of the transportation legislation,

Many states and communities already are working to break down the transportation barriers for welfare recipients. There are many wonderful examples.

Kentucky has combined the transportation resources of four cabinet offices to develop a coordinated transportation system.

I am pleased the transportation industry has been in the forefront of hiring welfare recipients -- with companies like UPS, United Airlines, American Airlines and Cessna leading the way. And the Department of Transportation has already hired 141 welfare recipients so far.

During a recent trip to Atlanta I met Susan Miller. In 1996 Susan was on public assistance but decided to respond to a job opening at UPS. After just two months on the job, she was promoted to a supervisory position. She now has full health and dental benefits for her family as well as a sense of purpose. But best of all she told me she was proud that she was setting an example for her children.

In addition to hiring welfare recipients UPS of Philadelphia worked with the local transit agencies to establish a bus route for welfare recipients who need to travel from inner city Camden, New Jersey, to jobs across the river at the Philadelphia airport.

And, finally, we have with us today, some budding entrepreneurs from Anne Arundel County, Maryland. They are being trained to start their own small companies to provide transportation services for others making the transition from welfare to work.

However, these projects will not address the <u>national</u> problem of moving people to work. We need substantial and predictable funding. Funding this flexible enough for innovative transportation projects.

We must remember that people need transportation to get jobs and to <u>keep</u> jobs. We must remember that, as people get <u>off</u> the welfare rolls, their financial struggles do not end. Affordable transportation services must remain available to those struggling up the ladder of economic self sufficiency.

We have come a long, long way from the days when people did not see the connection between transportation and getting people off welfare rolls.

But there is one more hurdle -- Congress must finish work on the transportation bill and appropriate funds. I am confident we will succeed. If all goes well, access to Jobs funds could become available as early as October.

Everyone in the transportation and social services community needs to be working -- now -- to develop strategies to compete for these funds and to assure that they are well used.

In the meantime, all federal agencies represented here are working closely with other federal agencies, states and local governments to show how existing funding streams -- welfare block grants to states and other money -- can be used to support transportation solutions. To help states and communities, we have identified "best practices" to help them craft their own solutions.

Let me say that each of us have a part to play in strengthening our nation for the 21st century and the new millennium.

We have already reduced the welfare rolls by 4 million. But there are still more who have to move from public assistance to jobs and independence before 2003. And many of them face daunting challenges -- particularly in terms of transportation. We owe it to these people and to ourselves -- to give them the opportunity to succeed.

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 economicindependence. We will give new meaning to the idea that . Transportation is the tie that binds.

Thank you.

# # # #

And now, Senator Specter, and Congressman Davis.I .

4.30

PRESIDENT CLINTON'S ACCESS TO JOBS PROPOSAL: THE ROAD FROM WELFARE TO WORK
MAY 7, 1998

Today, Transportation Secretary Rodney Slater, Labor Secretary Alexis Herman, and Health and Human Services Assistant Secretary Olivia Golden spotlight the need for funding the Access to Jobs program, which supports innovative transportation services to help those moving from welfare to work.

Access to Economic Opportunity. President Clinton is breaking the cycle of dependency, strengthening our communities and ending welfare as we know it. His three-part economic strategy -- balancing the budget, investing in our people, and opening up new markets to American goods and services -- has helped build the strongest economy in a generation. Since 1993, welfare rolls have dropped to their lowest level in 27 years and nearly 15 million new jobs have been created. We need to ensure that welfare recipients and other low-income families can make the most of these opportunities.

The Challenge of Transportation for Those Moving from Welfare to Work. Many welfare recipients and low-income workers have difficulty accessing jobs, training, and other services such as child care because of inadequate transportation. Two-thirds of all new jobs are in the suburbs, but three of four welfare recipients live in rural areas or central cities. Few welfare recipients own cars, and public transit systems often do not adequately serve new suburban job centers, nor do they adequately serve workers who have evening and weekend shifts. Forty percent of rural counties have no public transportation at all. *Welfare recipients can't go to work if they can't get to work.*

The President's Solution: Access to Jobs. President Clinton has proposed a solution to help people get to where the jobs are: "Access to Jobs." This competitive grant program would provide flexible resources to assist states and communities as they develop innovative transportation alternatives such as vanpools and late-night and weekend services for low-income workers and those moving from welfare to work. It would foster partnerships between transportation and human services agencies, and support the capital and operating costs of new services. Access to Jobs would build on and leverage other transportation resources by requiring a dollar-for-dollar match.

Taking the Next Step. The House and Senate have included President Clinton's Access to Jobs proposal as a six-year, $150 million-a-year initiative in legislation to reauthorize federal highway and transit programs. A conference committee is meeting to reconcile the House and Senate bills. Congress must finish the job by ensuring that the Access to Jobs program is adequately funded in the FY 1999 budget.

4.31

NOT FOR RELEASE

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DSCC MONTHLY MEETING
MAY 7, 1998
WASHINGTON, D.C.

Thank you, Senator Bryan, for that introduction. I have enjoyed working with Senator Bryan on a myriad of transportation and environmental issues like those addressed at the Lake Tahoe Forum last year

I am proud to be here today representing President Clinton, Vice President Gore and the rest of the administration.

Our economy is growing at an unprecedented rate. Unemployment, inflation and interest rates are a historic lows. Educational opportunities are opening up for more and more young people. Crime rates are down. Personal income levels are up.

By working together, Democrats in the Senate have staved off irresponsible attacks on Medicare, protected the environment, and forged a balanced budget agreement without leaving the most vulnerable Americans behind.

Consider the realities made possible by the Democratic Leadership and a Democratic Administration:

- The creation of 12.5 million new jobs
- The highest economic growth in a decade
- Unemployment at a 24-year low
- Across the board increases in incomes
- More police on the streets
- Serious crime down for the fifth year in a row and we've seen the largest drop in violent crime in 35 years

With good economic news comes responsibility. We have a great transportation system, the best the world has ever seen. Transportation as a percentage of our nation's economy is 11 percent and growing. With the record levels of investment supported by President Clinton, our roads and bridges are in

better condition. But we must do more because the world is changing rapidly andmust maintain and improve our transportation infrastructure. The system must be international in reach, intermodal in form, intelligent in character and inclusive in service.

It has been almost a week since the expiration of ISTEA the Intermodal Surface Transportation Efficiency Act of 1991. This is the first time in history that our surface transportation laws have expired without extension or reauthorization. Congress must act and it must act now.

Crucial highway projects could be delayed at the height of the spring construction season and important highway safety programs are seriously jeopardized. A cutoff of Federal funds may force states to layoff safety inspectors and the staff who fight drunk and aggressive driving.

I urge Congress to act on behalf of the American people, and send President Clinton an ISTEA reauthorization bill he can sign. The President submitted his reauthorization proposals more than a year ago. We stand ready to work with the Congressional conferees to send the President a responsible bill which would continue our vital transportation programs.

As Secretary, I respectively submit that ISTEA is about more than transportation. It is about jobs, a strong economy, and protecting our environment. And it is about preserving the disadvantaged business enterprise programs that ensure opportunity to all Americans. It is about helping former welfare recipients move from the dependence of welfare to the independence of work.

The ISTEA reathorization bills pending before Congress are certainly far in excess of the funding levels in the balanced budget agreement. And, as the president has said, we need to invest in transportation infrastructure, but not at the expense of the good school that has to be at the end of the trip, the good job that has to be at the end of the ride, the good life that transportation allows us to pursue and to enjoy.

We will not support the House Off-Budget provision. I join the President in saying that we must invest in our transportation infrastructure, but not at the expense of schools, jobs and other priorities.

Since President Clinton appointed me as Secretary I have asked the entire Department of Transportation to join me in becoming a visionary and vigilant organization committed to transportation excellence in the 21st Century. We have asked our stakeholders and partners to join us in focusing on three important goals

on behalf of the American people: first, safety must be our top priority, our North Star by which will be guided and judged, second, we must use common-sense for everything we do, and third, we must maintain record levels of investment in our transportation infrastructure.

We will continue our push for safety measures that will save lives and reduce injuries. President Clinton has set a goal of increasing seatbelt use from 69 per cent to 85 per cent by the end of the decade. In two weeks, during "Buckle-up America Week" we will ask all Americans to focus on the benefits of seatbelts. We can save 4,200 lives and prevent 100,000 injuries if more people use seat belts.

President Clinton wants every state to adopt the .08 blood alcohol content level to get the drinking drivers off the roads and he wants the new ISTEA to include a provision to push states in that direction. 15 states have this standard but there is no excuse for waiting. Life is precious. Every time a drunk driver gets on the road, lives are threatened and, too often, lost. I thank the auto manufacturers for lending their support to the blood alcohol content provision in the Senate.

By using 21st century technology, we have a comprehensive plan to preserve the benefits of air bags and to minimize the risk. In another collaborative effort, we are working with the manufacturers to develop "smart air bags" -- real 21st Century technology.

We are investing in our transportation infrastructure. Our airports are receiving $1.7 billion a year, and highway and transit investment is up 42 percent over the previous administration's average.

Leading our common sense government-wide initiative, Vice President Gore has worked with the DOT in offering an ambitious safe skies reinvention initiative to transform the air traffic control system into a business-like performance-based organization to accommodate the 1 billion passengers who will use the aviation system annually in just 12 short years.

And in a common sense manner, in partnership with the private sector, the environmental community, and the American people, we must make sure we address the real problem of global climate change as President Clinton and Vice President Gore have demonstrated through their leadership on this critical issue.

Just as President Clinton made the tough decisions five years ago, we must make the tough decisions now. We must invest in the future of our transportation system through research and technology.

While we have worked with the Congress to provide record level of invest in transportation infrastructure, we have serious concerns about the proposed funding levels in the two measures before the Congressional conference committee. As the President has stated -- and I quote -- "it is far in excess of anything we can afford."

We must get past the gridlock in Washington and reauthorize our surface transportation programs. We must find common ground. The American people deserve and expect that from their leaders.

# # # #

News:

U.S. Department of
Transportation

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

FOR IMMEDIATE RELEASE
Thursday, May 7, 1998

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

MEDIA ADVISORY

CABINET SECRETARIES HIGHLIGHT NEED FOR RESOURCES TO PAVE THE ROAD FROM WELFARE TO WORK

U.S. Secretary of Transportation Rodney E. Slater and Secretary of Labor Alexis M. Herman, joined by Assistant Secretary for Children and Families at Health and Human Services Olivia Golden, will highlight President Clinton's proposed 'Access to Jobs' program, which would support transportation strategies to help move people off the welfare rolls and into jobs. The program is included in both the House and Senate ISTEA reauthorization bills currently pending before Congress.

WHO: U.S. Secretary of Transportation Rodney E. Slater
U.S. Secretary of Labor Alexis M. Herman
Assistant Secretary at Health and Human Services Olivia Golden
Senator Arlen Specter (R-PA)
Congressman Danny Davis (D-IL)

WHAT: Event highlighting President Clinton's 'Access to Jobs' proposal

WHEN: 1:00 p.m., Thursday, May 7, 1998

WHERE: Old Executive Office Building, Room 450

Credentialed media attending the event should enter through the press lobby closest to the Pennsylvania Avenue entrance. Please call 202-456-2580 for clearance.

###

u.27

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 4TH ANNUAL ASIAN PACIFIC AMERICAN
INSTITUTE FOR CONGRESSIONAL STUDIES
MAY 8, 1998
WASHINGTON, D.C.

Asian-Pacific Americans have been "Pursuing *and making* Progress" in America for more than 150 years.

From 1850 to World War II, the first Asian immigrants were essential in helping America industrialize. And today, Asian-Pacific Americans are helping to move America into the new century and the new millennium.

Two years ago when President Clinton spoke before this group, about 9 million Asian-Pacific Americans were living in the United States.

Just two years later, more than 10 million can trace their roots to Asia and the islands of the Pacific.

So we have a long history together. And the continued work of the Asian Pacific American Congressional Institute demonstrates the need for all of us to remain active participants in the political process.

The recent DNC decision to accept contributions from legal permanent residents will do much to continue that political activism.

This is important. Democracy is not to be taken lightly. Democracy indeed is rooted in the activism of communities like this one.

All of us as individuals must feel compelled to participate in the American political process. It is the only way we can make changes for the better.

We are building on the roots of our ancestors who sacrificed, who fought the uphill battle to give us a voice in building this nation. We must never allow it to be silenced.

- more -

The 1960s were a turning point for many Americans -- not just black and white. The Civil Rights Acts of 1964 and 1968 and the Voting Rights Act of 1965 protect the rights of Americans of every color to work, to vote, to go to school or to live where ever they chose.

This period was a turning point for immigrants as well. Amid the wave of civil rights legislation, Congress passed the Immigration and Naturalization Act which opened the doors to millions from Third World countries.

1996 census numbers show nearly one in 10 U.S. residents was born in another country -- twice as many as in 1970. And more than half are from Asia, Latin America, and Africa.

Today, four percent of the U.S. population is Asian-Pacific American -- the fastest growing minority group in the country. By 2050 that number is expected to be 11 percent.

Census sampling -- a hotly debated issue -- will ensure a more accurate count. Commerce, Justice, the General Accounting Office and the National Academy of Sciences all endorse this method.

In fact, in Detroit on Monday, I read a front-page story about a recent sampling poll of Detroiters in the metro area. It showed significant increase in all immigrant communities, with dramatic growth in the Asian-Pacific American. These numbers were much higher than previous census counts reflected.

Clearly, the face of America is changing. Today in Hawaii, there is no majority race. In the next three years so, too, in California. And by 2010 Nevada, New Jersey, Maryland and Texas are expected to follow.

By the middle of the next century the United States will be the most racially mixed nation in the developed world. That is remarkable.

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.

The future looks uncertain.

California has already rescinded affirmative action, creating a hotbed of controversy. We must turn back the tide in California and ensure this movement does not happen in other states.

We can and must do better. As President Clinton says, we must mend, not end affirmative action.

I am proud to report that the Department of Transportation has arguably achieved the most significant affirmative action policy in this legislative session -- the Disadvantaged Business Enterprise program. The DBE has strong, bipartisan support and ensures minority and women-owned businesses have equal opportunity in rebuilding America's roads and highways.

Two years ago, President Clinton stood here and said, "If we persist in dividing ourselves against one another we will weaken America. If we unite and make a virtue out of our diversity, there is no country as well-positioned for the 21st century as is the United States."

This is why President Clinton wants us to have an open and honest dialogue about race. Now is the time to build a society that recognizes the worth of all people, and honors the dignity of every person.

We must begin to build on our shared values -- family, faith, freedom, honesty, hard work and opportunity.

We are more the same than we are different and our contributions to this country are not based on color or ethnicity. They are based on what is right and what is good for every American.

Our great nation was built by immigrants who came here to pursue opportunity. Our Constitution reflects these values.

The Honorable Bill Lann Lee, Acting Assistant Attorney General for Civil Rights, is the son of immigrants. He went to Yale on a scholarship. And he always wore white dress shirts to class, but not because he wanted a formal appearance. Customers at his father's laundry left them behind, old and unwanted.

His experience was not that dissimilar from mine. Our parents struggled to provide better opportunities for us. We come from poor backgrounds, but grew up enriched in love and support from family. Our work ethic was taught by example -- hard work brings great rewards.

In Arkansas we have a saying "work from can't see in the morning to can't see at night -- well before sun-up to well after sundown.

I went to college on a football scholarship. It was only a means to an end. I knew my family could not afford the tuition. This scholarship was an opportunity to get an education. That was the real pay-off.

As President Clinton has said many times -- education is one of his top priorities. He believes that if you get an education, you can live out your dream. And every one here tonight can attest to that.

Education is the common denominator. If everyone in America has access to a good, solid education, this nation will only grow stronger and more prosperous, proving America can accomodate all this diveristy, and grow stronger by the values we have in common.

I am fortunate to be a member of a President's Cabinet that looks more like America. We are not quite there yet, but I do have hope. One day it will be a true reflection of the colorful tapestry we have weaved into America.

Today, Asian-Pacific Americans are adding to America's bounty.

Dr. David Ho, the first Asian chosen *Time* Magazine's Man of the Year (1997) for his historic work in AIDS research.

Maya Lin, her magnificent art -- the Vietnam Memorial, here in Washington, and the Civil Rights Memorial in Birmingham -- is a somber tribute to America, reminding us all of the human sacrifices made in the name of freedom.

Mission Specialist Kalpana Chawla, the first Asian-Indian woman astronaut to travel in space, flew with the crew of the Columbia Space Shuttle last November.

Colonel Ellison Onizuka, who made the ultimate sacrifice in service to his country.

Tiger Woods, the young "cablasian" whose presence on the golf course has spanned the racial divide in America.

Governor Gary Locke of Washington, the first Chinese-American governor.

Governor Ben Cayetano of Hawaii, the first Filipino-American governor.

Playwright David Wong; Olympic medalists Michelle Kwan and Christy Yamaguchi.

These are just a few of the many Asian-Pacific Americans who have so richly contributed to the great strength and success of our Nation.

And what a great nation.

Rarely have we lived through so much change in so short a time. In the blink of an eye, it would seem, we have moved into the Information Age, a global economy, a truly new world, as President Clinton likes to say. And we have met these challenges of change, as we always have.

President Clinton's strong leadership on the national level has built a growing and expanding global economy. Unemployment is the lowest in a generation. Incomes are rising. Home ownership is at its highest ever. And inflation is down.

When President Clinton took office, we faced a $290 billion dollar deficit. Now we will have a surplus.

And let me say, transportation has played a significant role in America's prosperity. Some 700,000 of the 15 million new jobs created in the last five years, are in transportation. We have a saying at the Department -- transportation is more than concrete, asphalt and steel. It is about people; opportunity; jobs; the community we share.

It is about a strong economy. It is about protecting our environment. It is about preserving the federal disadvantaged business enterprise programs that ensure opportunity for all Americans. It is about helping people move from dependence on welfare to the independence of work. Transportation is the tie that binds.

We are building strong transportation ties to Asia. We recently signed an open skies agreement with South Korea. You will hear more on this when President Kim Dae Jung arrives for a State visit in a few weeks.

Our open skies agreement with Japan provides additional weekly flights between our two countries and will generate billions of dollars in trade, investment, and tourism.

And we hope China is next. President Clinton will soon travel there for discussions on transportation and other key issues.

Next week I go to Los Angeles, the gateway to the Pacific Rim. Working with local officials, we are creating an innovative model of inclusion. The Alameda Corridor, a $2 billion project, could provide record opportunities for minority and women-owned contractors.

The President is committed to breaking down trade barriers to help grow economies and opportunities, both here and abroad.

A month ago, we signed an open aviation agreement with France. This brings better service, lower fares, and enhanced trade and tourism to our countries.

After his historic trip to Africa, the President challenged us all to look at this continent in a new way. Not one Africa, but a tapestry of many countries, many languages, many peoples.

Not unlike the tapestry of the Asian and Pacific Islanders -- representing 30 different ethnic groups. All are uniquely different, but very much the same.

In closing, let me share a story with you. Driving home late one night in January I tuned in to National Public Radio, only to hear Bill Lann Lee talking about the legacy of Dr. King, his vision, his dream.

Bill Lee, a former NAACP attorney, is a symbol of Dr. King's dream. He is knocking down walls of separation and building bridges of inclusion to unify this nation.

This is the "One America" President Clinton is talking about. The dream Dr. King wanted our country to fulfill. Working together, we can realize that dream, for I know America's best days are yet to come.

Thank you.

# # # #

4-26

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL AFRICA SUMMIT
MAY 8, 1998
ATLANTA, GEORGIA

(Note: You will speak to about 500 people. You will be introduced by Andy Young. Susan Rice from the State Department will speak later in the day about the details of the President 's trip. Also note that the latest figure on new trade agreements is 250.)

Thank you, Ambassador Young, MacArthur DeShazer, Jack Kemp of Empower America, distinguished guests, friends and others gathered here. I am pleased and honored to be with you today.

On behalf of the Administration, let me thank you for helping create this "new voice in America." And what a brilliant voice, full of enormous possibility and endless promise for America and Africa. We are living an extraordinary time.

President Clinton has placed a high priority on putting America's economic house in order. And we have done very well, with strong growth, low unemployment, low inflation, rising incomes, and a balanced budget.

But so, too, has he placed a high priority on putting America's foreign policy in order, by promoting democracy, justice and economic reform throughout the world. And his vision for a better world includes a new partnership with the mighty nations of Africa. Gone are the days of the marginalization of Africa, and gone forever.

These are indeed exciting times for Africa and for America.

Just six weeks ago, the President completed an 11-day, 6-nation visit to the African continent. Never has a sitting U.S. President spent so much time in Africa. It was my privilege to join him, and many others in the Administration, the Congress, and the private sector.

Everywhere we went, from Ghana to South Africa to Senegal, we were greeted by cheering masses and heart-warming smiles. Clearly, you could see a new day breaking, a new era in the African - American experience. The cover of *Time* magazine recently called it: "Africa Rising."

No longer are we asking the question what can we do <u>for</u> Africa. Instead, we are asking what can we do <u>with</u> our partners in Africa to promote peace, prosperity, and democracy. And these, as President Clinton says, are no longer slogans but the essence of a new Africa.

As many of you know, President Clinton has worked hard since the earliest days of his Administration to improve ties between Africa and America. He supported the final dismantling of apartheid in South Africa; hosted the first ever White House conference on Africa in 1994; helped form the U.S.-South Africa Binational Commission in 1995; kicked off his Africa Initiative in 1997; and is now working with Congress to pass legislation to expand trade and investment between Africa and the United States.

You will hear more on all this from Susan Rice, the Assistant Secretary of State for African Affairs -- and a friend of mine.

The President's recent trip highlighted all that has been going on. That trip did much to focus international attention on Africa, and all the progress that has been made. But it is much more than that. It is the start of something really big. It marks the lift off of modern Africa into the 21st century.

But there is much more to do. We must now roll up our shirt sleeves and move forward. Some of the hardest work is yet to come. We must move ahead on our main objectives of fully integrating Africa into the global economy, and advancing democracy.

So, where do we go from here?

First, the President has called for a summit meeting in Washington of leaders from reform-minded African nations. The purpose: to continue the dialogue. Just as the G-8 Summit of the largest industrialized nations has draw us together, creating prosperity for all, so too can a summit of the mighty nations of Africa.

In the months ahead, the President has asked many of us in his Administration to follow up on his trip. Treasury Secretary Rubin will visit Africa to discuss ways of reducing the debt-burden of many African countries. This is a problem that must be fixed if they are to be full partners in the global economy.

Commerce Secretary Daley will visit the continent this fall to promote closer trade and investment ties. And I plan to visit Africa again this year to advance the President's new Safe Skies for Africa Initiative and other critical transportation issues.

Let me say, that I believe transportation is key advancing Africa. I believe transportation policy is a blueprint for the way we would shape the world.

Transportation is more than concrete asphalt and steel. It is the means by which we pursue happiness and improve our quality of life. Whether we are using it to get a job or to get our children to school or to go to Africa to expand economic relations.

Transportation is the tie that binds.

Many in Africa understand. I met this morning with (former) President Nyerere of Tanzania, with Gabon Transport Minister Ndjoye, and this afternoon, with President Bedie of Cote d'Ivoire. And all wanted to discuss how to develop their infrastructure.

Let me briefly discuss before closing what my department has been doing, and will be doing.

So far, we have positive results. In Ghana, during the President's trip, we concluded a loan guarantee for two barge-mounted power plants that will bring much needed electricity to neighborhoods and industries.

In Botswana, we signed a deal (with an American company) to install a computerized rail car tracking system. This will help the flow of people and goods, and help all of southern Africa by linking the regions eight key railroads.

And in Senegal, the President launched our Safe Skies for Africa Initiative. Let me explain this effort a little more because I believe it clearly defines what this new partnership with Africa is all about.

Working together, our aim is to significantly increase the number of sub-Saharan African nations that meet international aviation standards. Our task: to help improve air navigation services, aviation safety, and airport security.

Why is this important? It will achieve many things. It will help combat narcotics trafficking and terrorism, a nasty business that harms our youth and robs our economies.

Our initiative will improve air traffic control systems, which will enhance safety and protect Americans and Africans as they travel. This, in turn, will promote tourism and trade, which will create jobs and opportunity.

Already we are seeing results. We are now working with Ethiopian Airlines to provide the first direct flights between Addis Abba and Washington (via Dulles Airport).

Kenya has asked to talk about the possibility of expanding aviation links to the United States. We are also having discussions with Ghana and Cote d'Ivoire.

Aviation will be the global mass transit of the 21st century. Our citizens will lead global lives in the future. And clearly we must have an aviation system where people and goods from neighborhoods across America, move easily to neighborhoods in Africa.

And this is the kind of effort I hope to see -- and to which I am personally committed -- as we work with Africa to build roads and bridges and railroads that will carry Africa's 600 million people into the 21st century.

In closing, I am reminded of the words Maya Angelou spoke at President Clinton's first inauguration in her poem, "On the Pulse of Morning."

She spoke of a new day, a new hour for new beginnings, a new hope.

That is what I see for America and for Africa. A new day full of hope and promise and challenge.

Thank you very much, and God bless America and God bless Africa.

# # # #

4.216

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
WILBERFORCE UNIVERSITY COMMENCEMENT
MAY 9, 1998
WILBERFORCE, OHIO

Dr. Walker, President Henderson, distinguished members of the faculty, graduates, parents and others gathered here. It is my pleasure and my honor to be with you today.

Giving a commencement speech is not easy. The faculty wants a speech that is substantive; the parents want a speech that is sentimental, and, well, the graduates want a speech that is short.

At this point in your life, you are getting a lot of advice. My job today is to give you a little bit more. But I decided not to follow the lead of one comedian who, speaking to a class of graduates about to go out into the world said, "Don't go."

I am here to say go forth, and go forth with courage and with vision and with vigilance. For you are going into the world at an extraordinary time -- a time full of enormous possibility and endless promise.

Every day we hear about a breakthrough in medicine, an advancement in science or technology, new understanding of the mysteries and wonders of space. When I graduated from college 20 years ago, we wrote papers on typewriters, and sent letters home through the mail. You understand the intricacies of the computer, and send your letters through cyberspace.

Wilberforce University -- the nation's oldest, private historically black liberal arts college -- has seen a lot of change since it was founded in 1856, six years before the Civil War. Ignorance was the first rule of slavery. Wilberforce was created to dispel that ignorance. As President Henderson has said, since its beginnings this great institution "has had an eye to the future, serving as a beacon of hope for those who had little, but wanted to contribute much."

- more -

A lot has happened in the 142 years since your school was founded. We have moved from an economy dependent on the plough to one driven by the Pentium chip.

The world's boundaries have blurred. We live in a global economy with opportunity in markets throughout the world. I had the privilege to travel to Africa with President Clinton a few weeks ago and saw, firsthand ... in Ghana, Uganda, South Africa, Botswana, Senegal ... how vast the opportunities are.

We are living in an age of enormous prosperity -- inflation is down, unemployment is down and incomes are up. Just the other day the President said America is truly in the midst of an economic renaissance.

This is the world awaiting you, the Class of '98.

I know you are ready. I know you have been prepared.

The great historian and Civil Rights activist W.E.B. DuBois -- who taught at Wilberforce -- once said, "The function of a university is not simply to teach bread-winning, or to furnish teachers for the public schools or to be a center of polite society. It is, above all, to be the organ of that fine adjustment between real life and the growing knowledge of life, an adjustment which forms the secret of civilization."

And because Wilberforce is one of only 4 institutions in the country with a mandatory cooperative education program, you have practical skills to go with your broad liberal arts education.

As I was thinking about what I would say today, I looked through a couple of my own college scrapbooks. And do you know, I found some articles and a letter I wrote 20 years ago, when I was your age and I was graduating and seeking admission to law school.

I said I could see myself as if in a dream, and it was my hope that my voice would not be used just as a voice of protest and that my citizenship would not be exercised simply by the casting of a ballot.

It was my hope that my voice would be heard as the voice of someone shaping the policies and philosophy of our country. It was my hope to go beyond the struggle to open the door and to be inside the door, sitting at the table, bringing arguments of those who struggle to have a voice.

And today, 20 years later, I come before you thanks to the individuals who have nurtured me like the individuals who have nurtured you. I come before you now a member of the President's Cabinet, leading an organization of 100,000 employees with a $40 billion dollar budget committed to working with institutions like this one to rebuild America.

Yes, mighty dreams do come true.

You will face challenges and frustrations as you go from this nurturing place into the harsh realities of the world. But the secret is to find yourself always going forward, however you might define that .... Taking on a challenging new job .... Seeing the good in others and praising it .... Seeing the wrong in something and putting it right.

But never forget your dreams. Remember what Dr. Benjamin Mays of Morehouse University said, "It is not a shame to live and to die with dreams as yet to be fulfilled. But it is shame to live and to die never having dreamed."

Use your dreams to propel you forward, to lift you higher that you might come to realize the blessing that you are as you lift others as you climb.

Everyone of you is blessed. You have received a fantastic education, which will give you access to a good life and to a future limited only by your dreams, your hopes and your aspirations.

Make no mistake -- education is the key to the future. And it has to be a lifelong experience.

President Clinton has made education the top priority of his second term. From the youngest to the oldest, he wants to see an education system that ensures that children learn to read and write, that ensures that a child can hook onto the Internet, that ensures that once they graduate, they can go to college and have what you now have -- the opportunity to earn a degree and to do what many of your parents never had the opportunity to do.

That is why we created a program at the Department of Transportation to get 1 million students interested in careers in transportation -- to get the best and the brightest. The Garrett A. Morgan Technology and Transportation Futures program which we announced last year in Cleveland, is one step toward ensuring that the next generation is ready for the transportation jobs of the next century.

You -- the generation that will carry us into a new century and a new millennium -- must accept the responsibility that comes with the opportunity you have been afforded. You must give back to society. You owe something to your communities and families and neighbors who have helped you to rise to higher heights.

A year ago, I attended a remarkable event in Philadelphia. President Clinton, supported by three former presidents from both parties, held the Summit on America's Future where an effort was launched to reach America's youth. He was joined by hundreds of Americans from business, government, and community groups who all know that no government can help all those who need help. They still need volunteers.

This effort called America's Promise which is now being led by General Colin Powell is committed to reaching 15 million at-risk youth. They need to see you, because when they see what has been done then they will know what they too can do.

America's Promise still needs a lot of individual volunteers. I ask you to go forth and respond to their call.

Volunteer your talents and energies in meaningful ways. Give something back to those less fortunate than yourselves. Place yourself as the figure in that dream I had 20 years ago to make our country a better place.

It is hard to find time for community work. In the years ahead, you will face enormous pressures from work, finances and family obligations. But we must each find the energy to reinvigorate our communities.

From today on, earning a living, building a reputation, meeting the love of your life and supporting a family will be your business.

And if you take up these responsibilities joyfully -- care for neighbors and strangers and for our country -- then you will send out ripples of hope and decency that will make America better.

Remember these words of St. Augustine: "Let us sing a new song not with our lips but with our lives."

Your graduation is not an ending, but a beginning -- that is why they call it commencement.

As men and women of both competence and conscience, you are poised to help your country step into the 21st century. I hope you will take the skills and the values you have learned on this campus and assume responsibility for yourselves, your families and your communities. And as you go forth to give birth to a new day, remember these words that Maya Angelou spoke at President Clinton's first inauguration in her poem, "On the Pulse of Morning."

"Lift up your eyes upon the day breaking for you. Give birth again to the dream. Each new hour holds new chances for new beginnings. Here on the pulse of this new day you may have the grace to look up and out and into your sister's eyes, and into your brother's face, your country and say simply, very simply, with hope, good morning."

Thank you.

# # # #

u.25

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BOB FILNER LUNCHEON
MAY 11, 1998
SAN DIEGO, CALIFORNIA

John Horsely

- Delighted to be here today in San Diego to honor Bob Filner, a key member of the House Transportation and Infrastructure Committee very important to us in my Department.

- Bob is someone I know I can count on to give me candid advice on how we can do more for California's 50th District. What I like about Bob is that he doesn't hold back.

- He's not someone you'd call bashful.

- I was impressed to know that Bob was a member of your School Board, served for 5 years on your City Council and was a History Professor at San Diego State for 20 years.

- After being elected to Congress for the first time in 1992, he has been re-elected by increasing margins in 1994 and 1996. Good work.

- Not only is Bob a Member of the most sought after Committee in Congress this year, he has been named to serve on the House-Senate Conference Committee which is trying to forge consensus and pass the the Federal Highway and Transit bill we refer to as ISTEA.

- This is perhaps the most important domestic legislation Congress will enact this year. And it is enormously important to San Diego and California.

- Bob, together with Senator Barbara Boxer are two of only six from California's Congressional delegation serving on this Conference Committee

- Prior to and during the debate on this bill Bob has been a tireless and effective advocate for the interests of his District and the transportation needs of California and the Nation.

- Two years ago he succeeded in convincing us to designate California as a recipient of State Infrastructure Bank funding to make projects like San Diego's State Route 125 financially feasible.

- He has fought for funding for the Jobs Train to connect the Port of San Diego with national markets.

- Through ISTEA, Bob has fought to assure that highway and transit funding for California in general will increase by 35% or more.

- He has also succeeded in assuring that the bill included substantial funding for border crossing infrastructure to make sure the capacity is there to handle increasing volumes of traffic and to make sure the costs of those facilities of national significance were not paid for just by Californians.

- On behalf of the President let me thank you for sending Bob Filner to Washington to help fight for so many of the priorities you and we hold in common.

- A committment to a strong economy, and opportunities for good jobs; a commitment to a clean environment; and a commitment to education, the key to our future.

- Bob is a fighter for all we hold dear and we know we can count on you to send him back for fouth term in Congress next year. ####

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SES PARTNERSHIP IN EXCELLENCE CONFERENCE
MAY 13, 1998
WASHINGTON, D.C.

(Note: You will speak to about 75 DOT SES people. There will be a podium. So far, the conference has been going well according to participants. You will speak again to this group at the closing session on Thursday.)

Good morning, and welcome.

First let me say how delighted I am that you are all gathered here. I know we all have very busy schedules. But I believe any high-performance team needs a timeout once in a while, to take stock of where it has been, and, more importantly, to plan where it is going.

That is what I expect to see come out of these sessions. New partnerships for the future, partnerships that take us forward as a unified team -- ONE DOT. This is how we will build a government for the 21st century.

When I took this job some 14 months ago, I said I had three things to focus on: safety, record-level investment and common sense government. I am proud to say that we have made significant progress on all fronts. A new surface transportation bill will ensure that we continue to make progress.

Our investment has paid off. Our roads and bridges are in better shape today than they were in the early 1990s. Our transit systems are growing all across the country, in urban and in rural areas. Our aviation system is on the move. Our maritime industries are preparing for the global economy of the new century.

In safety, we are developing high-tech smart airbags and trying to curb aggressive driving. We have a Safer Skies agenda to keep our aviation system the safest in the world. And we are working to improve rail and maritime safety, too.

I also want to continue to bring common-sense government to consumers and to our many partners.

Let me explain.

Our new strategic plan for the department has been recognized as the best in government. It is in the spirit of Vice President Gore's effort to put common sense back into government. It will help the department work better and cost less.

And with our new performance goals, and your help, the strategic plan will become a reality.

Now, how does ONE DOT fit in? Simple, it is the tie that binds us together.

With ONE DOT as the goal, and common sense as our guiding principle, we can change the way America does business. With determination and creativity, we can create a unified Department of Transportation -- a mighty department, 100,000 strong. Under ONE DOT, people and goods will continue to move quickly, safely and at less cost than anywhere in the world.

The ultimate purpose of ONE DOT is to build a transportation system that is international in reach, intermodal in form, intelligent in character, and inclusive in nature.

To do this successfully, we must blur the lines between the modes. We must learn, as I did on a recent trip through the Southeast, that the time of thinking the construction of a road system is the answer to everybody's problems is over. You have to have a strong transit system, airports and ports.

I know this will not be easy. It will require a cultural change. It will require all of us to think big picture.

But with your help and talent and energy, we can do it. Each of you is on the front line. You deliver our services day in and day out. <u>You</u> are in a unique position to lead the way. Because, as you well know, one individual <u>can</u> make a difference.

This is our opportunity to create a visionary and vigilant Department of Transportation. We <u>can</u> lead the way to transportation excellence in the 21st century.

Let me close by reminding us all that at the end of the day, transportation is about more than concrete, asphalt and steel. It is about people. It is about getting children to school and people to work. It is about providing people the opportunity to pursue life, liberty and happiness. This is what we all must keep in our hearts and minds every day, and in every way.

We have made great progress. But believe me when I say: the best is yet to come.

Thank you. Questions?

####

4.21

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
FEDERAL AVIATION ADMINISTRATION PRESS CONFERENCE
AIR TRANSPORTATION OVERSIGHT SYSTEM
MAY 13, 1998
WASHINGTON, D.C.

A month ago we launched our Safer Skies agenda to get more aggressive about air safety. While safety -- no matter the form of transportation -- has always been our highest priority, we wanted to get out in front. We want to anticipate, to stay ahead of the curve.

So, with the leadership and support of President Clinton and Vice President Gore, we developed our pro-active Safer Skies agenda with the goal of reducing fatal accidents by 80 percent in the next decade. Today's announcement on a new approach to airline inspection, builds on this agenda.

When it comes to airline safety, we must be ever visionary and vigilant, as demonstrated this past weekend. As all of you know, the FAA launched a preemptive strike against fuel tank wiring problems in older Boeing 737s. I am very proud of this effort. The FAA, working with industry and labor, spotted the problem early. They moved quickly and decisively to address it.

Clearly, Americans expect no less. We have the safest skies in the world today. And the public wants and needs a safe, reliable aviation system to take the nation into the next century. Today, 600 million people fly every year. In a dozen years one billion people will be flying across America. We must be prepared. And we will be.

We are reshaping the FAA, making it run more like a business. Congress has given us the tools to reform FAA's personnel and equipment acquisition rules. We are proposing new fee-based financing so the FAA has the resources it will need in the years to come.

- more -

And today, Administrator Garvey has a new airline inspection program to announce.

This newest plan will, as Jane likes to say, raise the bar on air safety. By moving to a comprehensive, preventive safety footing, this will get us out in front on airline safety. While there are no silver bullets in this business, this new program will allow us to correct minor problems before they become major problems.

Thank you.

# # # #

News:

U.S. Department of
Transportation

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

FOR IMMEDIATE RELEASE
Thursday, May 14, 1998

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

MEDIA ADVISORY

U.S. Secretary of Transportation Rodney E. Slater will be the keynote speaker at Morgan State University's 1998 commencement exercises on Sunday, May 17. Secretary Slater also will receive an honorary Doctor of Laws degree.

WHO: Secretary Rodney E. Slater

WHAT: Keynote speech
Morgan State University commencement

WHEN: Sunday, May 17, 1998
10 a.m.

WHERE: Hughes Stadium
South Campus
Morgan State University
Baltimore

###

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
Thursday, May 14, 1998

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

MEDIA ADVISORY

U.S. Secretary of Transportation Rodney E. Slater will deliver the commencement address at Southern University Law Center's graduation ceremony on Saturday, May 16.

WHO: Secretary Rodney E. Slater

WHAT: Commencement address
Southern University Law Center graduation ceremony

WHEN: Saturday, May 16, 1998
2 p.m.

WHERE: F.G. Clark Activity Center
Southern University Law Center
Baton Rouge, La.

###

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
Thursday, May 14, 1998

Contact: Tovah Ravitz
Telephone: 202-366-4570*

Media Advisory

TRANSPORTATION SECRETARY SLATER TO PARTICIPATE IN OPENING CEREMONIES AT JOINT SERVICES OPEN HOUSE

U.S. Transportation Secretary Rodney E. Slater will join U.S. Secretary of Defense William Cohen and commemorate Armed Forces Day, National Defense Transportation Day and National Transportation Week during remarks at opening ceremonies for the 40th annual Department of Defense Joint Services Open House at 10 a.m. Friday, May 14, 1998, at Andrews AFB, Md. He will note contributions to America's defense by civilians in transportation industries and the U.S. Coast Guard, an agency of the Department of Transportation.

WHO: U.S. Secretary of Transportation Rodney E. Slater
U.S. Secretary of Defense William Cohen
Representatives of the U.S. Armed Forces

WHAT: Opening ceremonies for Joint Services Open House

WHEN: 10 a.m. Friday, May 15, 1998

WHERE: Andrews AFB, Md.

###

(News media interested in information about the open house should call the Andrews AFB media section at 301-981-4511.)*

4.22

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SEATTLE CHAMBER OF COMMERCE
MAY 14, 1998
WASHINGTON, D.C.

(Note: You will speak to about 80 people from the Seattle area, including Gov. Gary Locke and Mayor Paul Schell. There will be Q&A after your remarks.)

Thank you. I am delighted to meet with you this afternoon.

I have always looked at Seattle and the Pacific North West as one of the most forward-looking sections of the country. I know President Clinton thinks so, too.

I remember one of my first visits there several years ago as the head of the Federal Highway Administration. John Horsely, our new intermodal czar at the Department of Transportation and a favorite son of Washington state, organized the trip. You even let me pilot a ferry through Puget Sound. We landed safely, and on time! It was a wonderful trip, and I hope to visit again soon.

This is a critical moment in Washington as the Congress considers a multi-billion dollar surface transportation bill. We are without a bill -- the old law expired May 1. Many states face delays in projects. We could see people laid off. And safety programs, such as efforts to curb aggressive driving and drunk driving, may be canceled.

So I must give you credit for an incredible sense of timing to know -- when you scheduled this meeting -- that this would be a hot topic on Capitol Hill this week.

Sen. Murray and Rep. Metcalf are very engaged as members of the House/Senate conference, so I know you are well represented. (And Sen. Gorton is hard at work on aviation financing legislation.)

I hope that very soon we will have a highway and transit bill that the President can sign. But it must be fiscally responsible, staying within last year's balanced budget agreement. And it must preserve any budget surplus to fulfill President Clinton's pledge to save Social Security first.

This bill is important. It is some of the most significant domestic legislation lawmakers will consider this year. It is not just about the next 6 years, it is about the next 60 years. It is not just about transportation. It is about the economy, the environment, opportunity, our quality of life.

It is about our future. Congress needs to finish its work. The Administration stands ready to resolve the funding issues. I am confident we can find common ground.

When I took this job, I said I had three things to focus on: safety, record-level investment and common sense government. I am proud to say that we have made significant progress on all fronts. A new surface transportation bill will ensure we continue to make progress.

Our investment has paid off. Our roads and bridges are in better shape today than they were in the early 1990s. Our transit systems are growing all across the country, in urban and in rural areas. Amtrak is on track so it can be a key part of a national transportation system. We are working to assure that our maritime industry, is ready to handle a (projected) doubling in ocean-borne trade in 20 years.

And with our Safer Skies initiative at the FAA, and our many efforts to curb aggressive driving, we have raised the bar for safety.

And Gov. Locke, let me commend you for enacting tougher laws on drunk driving -- lowering the blood alcohol level to .08 percent and achieving the President's 85 percent seat belt use rate.

Clearly, we must have a transportation system where people and goods move from American communities easily and safely to communities around the world. That is our goal.

Washington State understands the strategic role that transportation plays in the local and national economy. Indeed, as a top exporting state -- as America's gateway to Asia -- you know the value of good transportation in connecting to the global economy. It means jobs and it means prosperity.

Many talk about the global economy of the 21st century. But I say, the global economy is here, today. Many of us already lead global lives. (Gov. Locke does, with his successful trip to China.) I was with President Clinton in Africa a few weeks ago, working to strength our economic and political ties to this emerging continent.

No one knows this better than you, with global companies like Boeing and Microsoft. The Ports of Seattle and Tacoma are the second largest intermodal land center on the West Coast, a vital link to the Pacific Rim. And you are expanding your airport.

I also know how important funding your FAST Corridor Project will be to making your ports more competitive. And I understand your Regional Transit Authority is making a big difference in reducing congestion.

Clearly, I say, the Seattle region is a model for the nation as we move into the next century.

Since President Clinton took office, 15 million new jobs have been created. One in six of these depends on international trade. And these are good jobs, paying 15 percent more than the average.

The President has focused on economic diplomacy. This effort has resulted in many accomplishments, including 250 new trade agreements.

In aviation, we have made tremendous progress opening markets for our airlines. In the last year, 15 open skies agreements were signed. We are opening markets around the globe, in Japan, Korean, Malaysia, Singapore and in Latin America and Europe.

These agreements generate billions of dollars for our airlines and the local communities they serve.

Later this month, I plan to continue these efforts in Europe, in Copenhagen at a Transport Ministers Summit.

When I talk about common-sense government, I am talking about effective problem solving. I am talking about solutions that blur the traditional lines, transportation solutions that involve roads, transit systems, airports and ports when fixing a traffic problem.

No better example is there than your Smart Trek project -- one of four model programs to show how smart technologies can reduce congestion. My deputy, Mort Downey got a sneak preview this week and I look forward to hearing about Smart Trek later this month from (King County Executive) Ron Sims at a Regional Congestion Summit here in Washington (D.C.).

Before closing, I want to mention affirmative action. The President says, and I agree, that we must mend, not end affirmative action. Despite the skeptics who said it couldn't be done, the House and Senate overwhelmingly voted to keep our disadvantaged business enterprise program at the Department of Transportation.

For years this program has given minority- and women-owned businesses the opportunity to provide quality construction services across the country.

Congress did the right thing in voting to keep it going. And I believe that the voters in Washington State will do the right thing in opposing Initiative 200. For I believe, affirmative is a good business practice.

Let me close on this.

In transportation, our real product is not highways, or airplanes, or cars. Transportation is about more than concrete, asphalt and steel. It is about getting children to school and people to work. It is about connecting people to all the opportunities available to them. Transportation is the tie that binds.

That is what this entire debate in Congress is all about. And I believe we will make the right choices for I believe our best days are yet to come.

Thank you.

# # # #

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ISTEA REAUTHORIZATION TOUR
MAY 15, 1998
ARLINGTON, VIRGINIA/SILVER SPRING, MARYLAND

(Introductions to come)

- Today, we are exactly one week away from the Congressional Memorial Day recess -- and the day by which Congress must act if we are to reauthorize ISTEA without major disruption to jobs, safety programs and construction programs across the country.

- We have worked with Congress -- and will continue to work with the leadership -- to pass ISTEA reauthorization that promotes President Clinton's priorities for safety, jobs, the environment and record levels of investment.

- The President's plan is fully "paid for," and establishes an unprecedented guarantee of a phased-in spending plan for all Highway Trust Fund dollars. At $219 billion over seven years, it represents the highest level of transportation investment in our nation's history.

- But we cannot support a bill that sacrifices other priorities such as education, health and child care programs, or touches the surplus -- that must be protected consistent with the President's call for saving Social Security first.

- We can reach common ground with Congress -- we must. There is simply too much at stake not to pass a bill by Memorial Day.

- According to the American Association of State Highway and Transportation Officials, if we miss this opportunity, by July 1, more than 1,400 transportation projects valued at $2.5 billion will be affected, delaying employment in over 100,000 jobs across the country.

- Our safety programs -- enforcement, training and travel -- are already being affected.

- In Maryland, funding for local transportation safety programs has been reduced 30 percent.

- In Virginia, there is enough money for the rest of the year only by using state funding and delaying payments.

- In the District of Columbia, safety programs have been cut. No new funding is available. The District can fund safety programs through June and then there will only be enough money to pay staff. Clearly, the impacts are enormous.

- Here in [Virginia / Maryland], the impacts for new construction projects are substantial, as well.

- [Here in Virginia, if ISTEA is not reauthorized by July 1, 17 projects valued at $71 million will be delayed, impacting 3,000 jobs. If this lapse continues to October 1, a total of 53 projects worth $416 million will be affected, impacting 17,500 jobs.]

- [Here in Maryland, if ISTEA is not reauthorized by July 1, 60 projects valued at $84 million will be delayed or jeopardized. And if this lapse continues to October 1, an additional 40 projects worth $90 million will be affected.]

- But I believe we can reach common ground, and ensure that these efforts are not delayed.

- To our partners here in the Washington Metropolitan area, I pledge to you the Clinton Administration's full efforts to work with Congress to pass a bill that the President is proud to sign. A bill that promotes safety, jobs, the environment and record levels of investment to keep this economy strong.

- To Congress, I urge action in the next seven days, so that this vital safety and construction efforts may go forth. We can reach common ground, but action is needed now.

# # # #

4.16

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
ARMED FORCES DAY JOINT SERVICES OPEN HOUSE
ANDREWS AIR FORCE BASE, MARYLAND
MAY 15, 1998

Today, on Armed Forces Day, we salute the men and women of our armed services. If, as President Clinton has said, America is the world's indispensable nation, then *you* are America's indispensable men and women.

You are our first, and last, line of defense against a world of danger, ensuring that we and future generations can enjoy the life, liberty, and pursuit of happiness promised by America's founders. We honor your commitment to our nation, and we revere the sacrifices you have made in her defense and in the preservation of liberty around the world.

This is also National Defense Transportation Day, and National Transportation Week, and that underscores the long-standing role of transportation in assuring military readiness and in protecting national security.

It's no coincidence that, a century ago, the first leader of what was to become the Federal Highway Administration was a career soldier: General Roy Stone, a distinguished veteran of Gettysburg. Nor is it a coincidence that today's Federal Highway Administrator is General Ken Wykle, a former Deputy Commander-in-Chief of the U.S. Transportation Command.

At Gettysburg and a hundred other campaigns, sound transportation was essential to moving our forces from camp to battlefield and to bringing them the supplies they need. In an uncertain world, our transportation system must continue to be able to quickly move military equipment, humanitarian supplies, and personnel to meet security emergencies and natural disasters around the globe.

Much of the necessary capacity will come, as it always has, from the armed services themselves. But our military also depends on civilian transport capabilities as diverse as the Merchant Marine and the interstate highways -- the Eisenhower System of Interstate and Defense Highways. We will ensure that this capacity is always ready to meet our security needs.

Through the Coast Guard, one of America's five uniformed services and the only one that is part of the Department of Transportation, we will work with you to secure our borders from drug smugglers and from illegal aliens, to enforce American laws and treaties on the high seas, and to ensure maritime safety. And, as the 30 battle and campaign streamers flying from the Coast Guard flag show, the Coast Guard stands ready to serve in armed conflict, as it has in every major war since 1790.

Finally, we will continue to strengthen the partnership between the Department of Transportation and the armed services, a partnership that has flourished since my Department's creation three decades ago, a partnership we value above all others.

Let me close by saying that the Coast Guard's traditions include the flag signal "Bravo Zulu." It means "well done," and so, as we honor the men and women of our armed forces, I say to you: "Bravo Zulu." Thank you for carrying out your vital duties so well, thank you for inviting me to participate in your celebration, and Godspeed in your future missions.

#####

418

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
ARMED FORCES DAY JOINT SERVICES OPEN HOUSE
ANDREWS AIR FORCE BASE, MARYLAND
MAY 15, 1998

Today, on Armed Forces Day, we salute the men and women of our armed services. If, as President Clinton has said, America is the world's indispensable nation, then *you* are America's indispensable men and women.

You are our first, and last, line of defense against a world of danger, ensuring that we and future generations can enjoy the life, liberty, and pursuit of happiness promised by America's founders. We honor your commitment to our nation, and we revere the sacrifices you have made in her defense and in the preservation of liberty around the world.

This is also National Defense Transportation Day, and National Transportation Week, and that underscores the long-standing role of transportation in assuring military readiness and in protecting national security.

It's no coincidence that, a century ago, the first leader of what was to become the Federal Highway Administration was a career soldier: General Roy Stone, a distinguished veteran of Gettysburg. Nor is it a coincidence that today's Federal Highway Administrator is General Ken Wykle, a former Deputy Commander-in-Chief of the U.S. Transportation Command.

At Gettysburg and a hundred other campaigns, sound transportation was essential to moving our forces from camp to battlefield and to bringing them the supplies they need. In an uncertain world, our transportation system must continue to be able to quickly move military equipment, humanitarian supplies, and personnel to meet security emergencies and natural disasters around the globe.

Much of the necessary capacity will come, as it always has, from the armed services themselves. But our military also depends on civilian transport capabilities as diverse as the Merchant Marine and the interstate highways -- the Eisenhower System of Interstate and Defense Highways. We will ensure that this capacity is always ready to meet our security needs.

Through the Coast Guard, one of America's five uniformed services and the only one that is part of the Department of Transportation, we will work with you to secure our borders from drug smugglers and from illegal aliens, to enforce American laws and treaties on the high seas, and to ensure maritime safety. And, as the 30 battle and campaign streamers flying from the Coast Guard flag show, the Coast Guard stands ready to serve in armed conflict, as it has in every major war since 1790.

Finally, we will continue to strengthen the partnership between the Department of Transportation and the armed services, a partnership that has flourished since my Department's creation three decades ago, a partnership we value above all others.

Let me close by saying that the Coast Guard's traditions include the flag signal "Bravo Zulu." It means "well done," and so, as we honor the men and women of our armed forces, I say to you: "Bravo Zulu." Thank you for carrying out your vital duties so well, thank you for inviting me to participate in your celebration, and Godspeed in your future missions.

#####

4.19

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 U.S. CHAMBER AND AMERICAN CHAMBER OF COMMERCE EXECUTIVES
WASHINGTON ISSUES CONFERENCE
MAY 15, 1998
WASHINGTON, D.C.

I am honored to be here today with so many people who work very hard to make the voice of business heard in government. We recognize that the business community is fundamental to our nation's economic growth and we in the Clinton Administration hear you.

I understand that the participants in this conference picked ISTEA reauthorization to hear about during your sessions. Allow me to compliment you on your timing and your understanding of the importance of ISTEA reauthorization and of transportation.

Today marks two full weeks since the expiration of the six-month extension of ISTEA reauthorization. Congress must act quickly to send the President a bill he can sign because in many parts of the country the spring construction season has begun. The limited window for beginning projects is slipping away and we are concerned about the impact that a further delay would have.

An AASHTO survey of state transportation departments found that if ISTEA reauthorization is not enacted before the end of the month -- meaning Congress would have to pass it and send it to the President in one week before they leave for Memorial Day -- the states will not be able to start 1,400 projects, costing $2.5 billion.

If ISTEA reauthorization is not passed by the next recess, July 4, another 1,400 projects costing $2.8 billion will be delayed. By any measure, that is a significant impact and the businesses that make up your organizations will feel it.

- more -

It means 200,000 workers who would be building those projects will not be getting those jobs, earning money and putting money back into the local economy. It means that projects that businesses need for better productivity will not be started.

Highway and transit projects could be delayed and safety personnel and programs are especially threatened. Congress must act now to renew the program that has been allowed to expire with states prohibited from using their existing contract authority --for the first time in our nation's history.

Congress must send the President a bill he can sign -- and right now we are concerned that he will not be able to sign the bill with its current spending levels. Transportation has been and remains a priority for President Clinton. He has offered a proposal to guarantee a record level of $219 billion in surface transportation investment over seven years, create an unprecedented guarantee that all the revenue coming into the Highway Trust Fund would be invested in surface transportation, protect the use of the surplus for Social Security and protect other priorities such as education, health, law enforcement and the environment.

The current congressional plan would undermine the President's pledge to save Social Security first and force deep cuts in other programs including education, child care, medical research, food safety, the environment, and even law enforcement and other transportation priorities such as aviation. Even at the excessive spending levels, the Congressional bill would not guarantee sufficient funding for highway safety and slights transit.

I have had frequent meetings with congressional leaders on both sides of the aisle this week to try and reach an agreement on spending levels that the conferees will accept while protecting the President's priorities. I will keep working with the leadership to find that common ground.

We are concerned that proposals for excessive spending may jeopardize the economic gains we've made under President Clinton's leadership during the past five years. We fought long and hard to get our economy back on the right track and we cannot allow spending that wouldexceed the limits agreed to in the balanced budget agreement last year to threaten our gains.

Under President Clinton's strong leadership we have built a growing and expanding global economy. His economic plan that was passed by one vote in the

House and Senate in 1993 has been the foundation for our economic growth. We have balanced the budget three years ahead of schedule.

In the past five years, we have created nearly 15 million new jobs, 700,000 of them in the transportation field. We have the lowest inflation in 24 years, the lowest unemployment level in 28 years, real wages are rising the fastest in 20 years, home ownership is the highest in history, and consumer confidence is the highest in 30 years.

ISTEA reauthorization is more than a transportation bill it's an economic bill, a jobs bill, an environmental bill and a bill to help the disadvantaged. Transportation is more than concrete, steel and asphalt -- it is about people, helping them get to their jobs, to their schools, to business centers and to opportunity. Transportation is the tie that binds.

One of the President's top priorities -- Welfare to Work -- is included in ISTEA and needs the strong and committed involvement of the business community. People cannot get a job, people cannot hold a job, if they cannot get to the job.

United Airlines took a strong leadership role by chairing the partnership and making a public commitment to hire 2,000 welfare recipients by the end of the year 2000. More than 750 have already been hired. Other airlines have followed United.

United Parcel Service has worked with the local transit agencies to schedule bus route that carries about 70-85 riders daily from Camden, NJ to its Philadelphia facility. UPS has now hired 8,500 welfare recipients.

ISTEA includes a six-year, $150 million a year grant program to help set up flexible, innovative transportation alternatives -- van pools and late-night and weekend services. Urge your member companies to get involved in the Access to Jobs program -- we can get people off welfare and help companies expand their workforce. Welfare rolls are at their 27-year low but they can be cut more if we can get people to jobs.

Urge your companies to become more involved in the local transportation planning process, too. Local planners want to hear from business about their transportation needs and priorities. They should hear about the impacts of proposed projects and how the region's funds are being used.

Since President Clinton came into office, we have opened up the planning process for public involvement. Tell your member companies that there is an opportunity for them to make themselves heard in the process and they should use it. it.

I also urge you and your organizations to join us in a partnership for our top priority, safety. It is our North Star by which will be guided and judged. Join us in our push for safety measures that will save lives and reduce injuries.

President Clinton has set a goal of increasing seatbelt use from 69 per cent to 85 per cent by the end of the decade. Next week, during "Buckle-up America Week," we will ask all Americans to focus on the benefits of seatbelts.

We can save 4,200 lives and prevent 100,000 injuries every year if more people use seat belts. President Clinton wants a strong ISTEA provision to push every state to adopt the .08 blood alcohol content level to get the drinking drivers off the road. There are 15 states with this standard but there is no excuse for waiting. Life is precious. Every time a drunk driver gets on the road, lives are threatened and, too often, lost.

The nation's three auto manufacturers have lent their support to the Senate provision and I hope other businesses will follow.

In the skies, we are working actively to protect passengers. Just last week, the FAA moved quickly to make sure all 737's were rewired to provide an extra margin of safety. We are also protecting passengers on the economic front, too, by carefully reviewing the proposals for airline mergers, combinations and alliances.

ISTEA will be the first bill of the new century and new millennium. As we meet today on the threshold of the new century, it is astounding how far we have come. It was 96 years ago today -- less than a century -- that the first powered flight took place, lasting barely a few seconds and covering a few hundred feet.

Today, we are creating a global transportation system. Under President Clinton's leadership, we have negotiated 27 open skies treaties with more to come. We expect 1 billion passengers to use our aviation system in a dozen years and Vice President Gore -- the voice of the future in our Administration -- has offered a "safe skies" initiative to reorganize the air traffic control system to handle the growth in traffic.

After ISTEA, we will be moving on to reauthorization of the FAA and the aviation programs, setting our direction in those programs for the start of the new century.

Initiatives such as safe skies, ISTEA and FAA reauthorization will set our direction for the new century. A visionary and vigilant Department of Transportation will be working, with our partners, for a transportation system that is international in reach, intermodal in form, intelligent in character and inclusive in service.

The challenges are large but so are the opportunities. We want to work with our partners in the business community to meet those challenges as we enter the new century. If we work together, we can be sure our best days are yet to come.

# # # #

4-20

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
ARMED FORCES DAY JOINT SERVICES OPEN HOUSE
ANDREWS AIR FORCE BASE, MARYLAND
MAY 15, 1998

Today, on Armed Forces Day, we salute the men and women of our armed services. If, as President Clinton has said, America is the world's indispensable nation, then *you* are America's indispensable men and women.

You are our first, and last, line of defense against a world of danger, ensuring that we and future generations can enjoy the life, liberty, and pursuit of happiness promised by America's founders. We honor your commitment to our nation, and we revere the sacrifices you have made in her defense and in the preservation of liberty around the world.

This is also National Defense Transportation Day, and National Transportation Week, and that underscores the long-standing role of transportation in assuring military readiness and in protecting national security.

It's no coincidence that, a century ago, the first leader of what was to become the Federal Highway Administration was a career soldier: General Roy Stone, a distinguished veteran of Gettysburg. Nor is it a coincidence that today's Federal Highway Administrator is General Ken Wykle, a former Deputy Commander-in-Chief of the U.S. Transportation Command.

At Gettysburg and a hundred other campaigns, sound transportation was essential to moving our forces from camp to battlefield and to bringing them the supplies they need. In an uncertain world, our transportation system must continue to be able to quickly move military equipment, humanitarian supplies, and personnel to meet security emergencies and natural disasters around the globe.

Much of the necessary capacity will come, as it always has, from the armed services themselves. But our military also depends on civilian transport capabilities as diverse as the Merchant Marine and the interstate highways -- the Eisenhower System of Interstate and Defense Highways. We will ensure that this capacity is always ready to meet our security needs.

Through the Coast Guard, one of America's five uniformed services and the only one that is part of the Department of Transportation, we will work with you to secure our borders from drug smugglers and from illegal aliens, to enforce American laws and treaties on the high seas, and to ensure maritime safety. And, as the 30 battle and campaign streamers flying from the Coast Guard flag show, the Coast Guard stands ready to serve in armed conflict, as it has in every major war since 1790.

Finally, we will continue to strengthen the partnership between the Department of Transportation and the armed services, a partnership that has flourished since my Department's creation three decades ago, a partnership we value above all others.

Let me close by saying that the Coast Guard's traditions include the flag signal "Bravo Zulu." It means "well done," and so, as we honor the men and women of our armed forces, I say to you: "Bravo Zulu." Thank you for carrying out your vital duties so well, thank you for inviting me to participate in your celebration, and Godspeed in your future missions.

#####

4.21

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ISTEA REAUTHORIZATION TOUR
MAY 15, 1998
ARLINGTON, VIRGINIA/SILVER SPRING, MARYLAND

(Introductions to come)

- Today, we are exactly one week away from the Congressional Memorial Day recess -- and the day by which Congress must act if we are to reauthorize ISTEA without major disruption to jobs, safety programs and construction programs across the country.

- We have worked with Congress -- and will continue to work with the leadership -- to pass ISTEA reauthorization that promotes President Clinton's priorities for safety, jobs, the environment and record levels of investment.

- The President's plan is fully "paid for," and establishes an unprecedented guarantee of a phased-in spending plan for all Highway Trust Fund dollars. At $219 billion over seven years, it represents the highest level of transportation investment in our nation's history.

- But we cannot support a bill that sacrifices other priorities such as education, health and child care programs, or touches the surplus -- that must be protected consistent with the President's call for saving Social Security first.

- We can reach common ground with Congress -- we must. There is simply too much at stake not to pass a bill by Memorial Day.

- According to the American Association of State Highway and Transportation Officials, if we miss this opportunity, by July 1, more than 1,400 transportation projects valued at $2.5 billion will be affected, delaying employment in over 100,000 jobs across the country.

- Our safety programs -- enforcement, training and travel -- are already being affected.

- In Maryland, funding for local transportation safety programs has been reduced 30 percent.

- In Virginia, there is enough money for the rest of the year only by using state funding and delaying payments.

- In the District of Columbia, safety programs have been cut. No new funding is available. The District can fund safety programs through June and then there will only be enough money to pay staff. Clearly, the impacts are enormous.

- Here in [Virginia / Maryland], the impacts for new construction projects are substantial, as well.

- [Here in Virginia, if ISTEA is not reauthorized by July 1, 17 projects valued at $71 million will be delayed, impacting 3,000 jobs. If this lapse continues to October 1, a total of 53 projects worth $416 million will be affected, impacting 17,500 jobs.]

- [Here in Maryland, if ISTEA is not reauthorized by July 1, 60 projects valued at $84 million will be delayed or jeopardized. And if this lapse continues to October 1, an additional 40 projects worth $90 million will be affected.]

- But I believe we can reach common ground, and ensure that these efforts are not delayed.

- To our partners here in the Washington Metropolitan area, I pledge to you the Clinton Administration's full efforts to work with Congress to pass a bill that the President is proud to sign. A bill that promotes safety, jobs, the environment and record levels of investment to keep this economy strong.

- To Congress, I urge action in the next seven days, so that this vital safety and construction efforts may go forth. We can reach common ground, but action is needed now.

# # # #

4.14

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
SOUTHERN UNIVERSITY LAW CENTER COMMENCEMENT
MAY 16, 1998
BATON ROUGE, LOUISIANA

Chancellor Agnihotri, members of the board of supervisors, distinguished members of the faculty, graduates, parents and others gathered here. It is my pleasure and my honor to be with you today.

Before I say anything else, let me say "congratulations."

You made it. Past your undergraduate degrees, past your LSATs, past your finals. Now you just have to pass the bar exam!

As I was thinking about what I would say today, I looked through a couple of my own college scrapbooks. And do you know, I found some articles and a letter I wrote 20 years ago on why I wanted to be a lawyer?

I said I could see myself as if in a dream. We live in a land that perpetuates democratic ideas and principles. But for many, this dream is only a hope and not a certainty.

And I wish that my voice be heard not solely through the casting of a ballot or a protest, but in the development and administration of these principles.

It was my hope to be heard as the voice of someone shaping the policies and philosophy of our country. It was my hope to go beyond the struggle to open the door and to be inside the door, sitting at the table, bringing arguments of those who struggle to have a voice.

This school was founded because of closed doors. And I am honored to be here as you celebrate your 50th anniversary, on a campus Vice President Gore calls one of the most integrated in America.

I look out at this diverse audience and I wonder again why people fight against affirmative action. The President says, and I agree, that we must mend, not end affirmative action.

Despite the skeptics who said it could not be done, the House and Senate overwhelmingly voted to keep our Disadvantaged Business Enterprise program at the Department of Transportation. For years, this program has given minority- and women-owned businesses the opportunity to provide quality construction services across the country.

So we must never give up our hopes or our dreams.

Remember what Dr. Benjamin Mays of Morehouse University said, "It is not a shame to live and to die with dreams as yet to be fulfilled. But it is a shame to live and to die never having dreamed."

Twenty years ago, I had a dream that my voice would be heard as someone shaping the policies and philosophies of our country. Today I come before you a member of the President's Cabinet, leading an organization of 100,000 employees with a $40 billion budget committed to working with institutions like this one to rebuild America.

As you can see, mighty dreams do come true.

In his first term, President Clinton signed an executive order "to advance the development of human potential, to strengthen the capacity of historically black colleges and universities to provide quality education, and to increase opportunities to participate and benefit from federal programs."

The Department of Transportation is committed to historically black schools. We want them to participate in our programs and activities. We expect to award over $10 million to historically black schools this year.

Last year, Southern University received about $153,000 in awards from DOT for research, fellowships and training programs.

Everyone of you is blessed. You have received a fantastic education, which will give you access to a good life and to a future limited only by your dreams, your hopes and your aspirations.

Make no mistake -- education is the key to the future. What I learned in law school gave me the tools for doing what I have done in the last 20 years.

President Clinton has made education the top priority of his second term. From the youngest to the oldest, he wants to see an education system that ensures that children learn to read and write, that ensures that a child can hook onto the Internet, that ensures that once they graduate, they can go to college and to law school.

But there is more to it. You -- the generation that will carry us into a new century and a new millennium -- must accept the responsibility that comes with the opportunity you have been afforded. You must give back to society. You owe something to your communities and families and neighbors who have helped you to rise to higher heights.

A year ago, I attended a remarkable event in Philadelphia. President Clinton, supported by three former presidents from both parties, held the Summit on America's Future. We launched a campaign to reach America's youth. The President was joined by hundreds of Americans from business, government, and community groups who all know that no government can help all those who need help. They still need volunteers.

This effort -- called America's Promise which is now being led by General Colin Powell -- is committed to reaching 15 million at-risk youth. They need to see you. For when they see what you have done, they will know what they, too, can do.

America's Promise still needs a lot of volunteers. I ask you to go forth and respond to their call.

Volunteer your talents and energies in meaningful ways. Give something back to those less fortunate than yourselves. Place yourself as the figure in that dream I had 20 years ago to make our country a better place.

The law is one of the foundation stones and guardians of our freedom.

You are entering a profession whose integrity and reputation depends on the honor and devotion that we ourselves bring to its practice -- every day, in every way.

All of you will, I hope, have times in your careers when you can touch on -- and passionately engage in -- issues that are important to you.

I know as a young man I imagined myself grappling with great questions of justice and jurisprudence -- and I have been blessed to engage some cases like that in my time.

But I do not want to romanticize the profession.

A great deal of day-to-day law involves the basic tasks of drafting and enforcing contracts and filing routine pleas and motions in ordinary cases.

It is the kind of nitty-gritty legal work that Abraham Lincoln did very well for more than two decades in Illinois. This experience helped prepare him to run for President and to meet the challenge of saving the Union.

Believe me, it took a good lawyer to draft the Emancipation Proclamation.

But the truth is, many of your responsibilities will not turn on legal principles of profound significance. Earning a living, building a reputation, meeting the love of your life and supporting a family -- these are the business of life.

And if you take up these responsibilities joyfully -- care for neighbors and strangers and for our country -- then you will send out ripples of hope and decency that will make America better.

Whatever you do, I urge you: throw yourself into your work with all the energy and creativity you can muster.

Follow Chief Justice Oliver Wendell Homes advice: "Inflict yourselves on life."

Set your sights high. Live up to the very best traditions that the law represents. Set out to do your life's work so well that no one could do better.

Because every single one of you is carrying your own American dream -- in your heads and your hands, and in your hearts.

In closing, remember these words of St. Augustine: "Let us sing a new song not with our lips but with our lives."

And as you go forth to give birth to a new day, keep in mind these words that Maya Angelo spoke at President Clinton's first inauguration in her poem, "On the Pulse of Morning:"

"Lift up your eyes upon the day breaking for you. Give birth again to the dream. Each new hour holds new chances for new beginnings. Here on the pulse of this new day you may have the grace to look up and out and into your sister's eyes, and into your brother's face, your country and say simply, very simply, with hope, good morning."

Thank 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
MORGAN STATE UNIVERSITY COMMENCEMENT
MAY 17, 1998
BALTIMORE, MARYLAND

Giving a commencement speech is not easy. The faculty wants a speech that is substantive; the parents want a speech that is sentimental, and, well, the graduates want a speech that is short.

At this point in your life, you are getting a lot of advice. My job today is to give you a little bit more. But I decided not to follow the lead of one comedian who, speaking to a class of graduates about to go out into the world said, "Don't go." I am here to say go forth, and go forth with courage and with vision and with vigilance. For you are going into the world at an extraordinary time -- a time full of enormous possibility and endless promise.

Every day we hear about a breakthrough in medicine, an advancement in science or technology, new understanding of the mysteries and wonders of space. When I graduated from college 20 years ago, we wrote papers on typewriters, and sent letters home through the mail. You understand the intricacies of the computer, and send your letters through cyberspace.

It is a different world from the one in which the Centenary Biblical Institute -- which became Morgan State University -- was founded 131 years ago. We have moved from an economy dependent on the plough to one driven by the Pentium chip.

The world's boundaries have blurred. We live in a global economy with opportunity in markets throughout the world. I had the privilege to travel to Africa with President Clinton a few weeks ago and saw, firsthand ... in Ghana, Uganda, South Africa, Botswana, Senegal . how vast the opportunities are.

This weekend is the anniversary of the landmark 1954 Brown versus the Board of Education decision. And it was Thurgood Marshall -- one of Baltimore's own -- who successfully argued the case before the U.S. Supreme Court that he would sit on one day.

He showed that the Declaration of Independence was more than a slogan ... that all men -- and women -- are created equal. As chief counsel for the NAACP Legal Defense and Educational Fund, his arguments led to the end of legal segregation in public schools.

When college doors were closed to black students, Morgan State and the country's other historically black colleges and universities provided the education they needed to succeed. And you have certainly succeeded, graduating most of Maryland's African American engineers and scientists.

As alumni, you will be in very distinguished company -- government and civic leaders such as Parren Mitchell and Kweisi Mfume. Business leaders such as Earl Graves.

In his first term, President Clinton signed an executive order to advance the development of human potential and to strengthen historically black colleges and universities. The Department of Transportation is committed to these schools. We expect to award over $10 million to historically black schools this year, over $2 million to Morgan State, for Coast Guard recruiting, course development, fellowships, transportation internships, and summer programs.

I am especially proud of Morgan State because you are one of 13 schools in the country to have a University Transportation Center Program to promote transportation-related careers among minorities and women. And you provide training and research opportunities for faculty, industry professionals, entrepreneurs and business organizations.

You leave this great institution to go into the world in an age of enormous prosperity -- inflation is down, unemployment is down and incomes are up. Just the other day the President said America is truly in the midst of an economic renaissance.

I know you are ready for the world that awaits you. I know you have been prepared. For more than 130 years, Morgan State has served students with distinction. It has lived its mission, to serve a multi-ethnic and multi-racial student

body. As President Clinton said to the class of 1997: "diversity is our greatest strength. We do not have a person to waste."

As I was thinking about what I would say today, I looked through a couple of my own college scrapbooks. And do you know, I found some articles and a letter I wrote 20 years ago, when I was your age and I was graduating and seeking admission to law school.

I said I could see myself as if in a dream, and it was my hope that my voice would not be used just as a voice of protest and that my citizenship would not be exercised simply by the casting of a ballot.

It was my hope to be heard as the voice of someone shaping the policies and philosophy of our country. It was my hope to go beyond the struggle to open the door and to be inside the door, sitting at the table, bringing arguments of those who struggle to have a voice.

And today, 20 years later, I come before you thanks to the individuals who nurtured me like the individuals who nurtured you. I come before you now a member of the President's Cabinet, leading an organization of 100,000 employees with a $40 billion budget committed to working with institutions like this one to rebuild America.

Yes, mighty dreams do come true. You will face challenges and frustrations as you go from this nurturing place into the harsh realities of the world. But the secret is to find yourself always going forward, however you might define that -- Taking on a challenging new job .... Seeing the good in others and praising it .... Seeing the wrong in something and putting it right.

But never forget your dreams. Remember what Dr. Benjamin Mays of Morehouse University said, "It is not a shame to live and to die with dreams as yet to be fulfilled. But it is shame to live and to die never having dreamed." Use your dreams to propel you forward, to lift you higher that you might come to realize the blessing that you are as you lift others as you climb.

Every one of you is blessed. You have received a fantastic education, which will give you access to a good life and to a future limited only by your dreams, your hopes and your aspirations. Make no mistake -- education is the key to the future. And it has to be a lifelong experience.

President Clinton has made education the top priority of his second term. From the youngest to the oldest, he wants to see an education system that ensures children learn to read and write, that ensures a child can hook onto the Internet, that ensures that once they graduate, they can go to college and have what you now have -- the opportunity to earn a degree and to do what many of your parents never had the opportunity to do.

That is why we created a program at the Department of Transportation to get 1 million students interested in careers in transportation -- to get the best and the brightest. The Garrett A. Morgan Technology and Transportation Futures program which we announced last year in Cleveland, is one step toward ensuring that the next generation is ready for the transportation jobs of the next century.

You -- the generation that will carry us into a new century and a new millennium -- must accept the responsibility that comes with the opportunity you have been afforded. You must give back to society. You owe something to your communities and families and neighbors who have helped you to rise to higher heights.

A year ago, I attended a remarkable event in Philadelphia. President Clinton, supported by three former presidents from both parties, held the Summit on America's Future. We launched a campaign to reach America's youth. The President was joined by hundreds of Americans -- from business, government, and community groups who all know that no government can help all those who need help. They still need volunteers

This effort -- called America's Promise which is now being led by General Colin Powell -- is committed to reaching 15 million at-risk youth. They need to see you, because when they see what has been done then they will know what they too can do. America's Promise still needs a lot of volunteers. I ask you to go forth and respond to their call.

Volunteer your talents and energies in meaningful ways. Give something back to those less fortunate than yourselves. Place yourself as the figure in that dream I had 20 years ago to make our country a better place. Remember these words of St. Augustine: "Let us sing a new song not with our lips but with our lives."

In closing, let me say your graduation is not an ending, but a beginning -- that is why they call it commencement. As men and women of both competence and conscience, you are poised to help your country step into the 21st century. I

hope you will take the skills and the values you have learned and assume responsibility for yourselves, your families and your communities. And as you go forth to give birth to a new day, remember these words that Maya Angelou spoke at President Clinton's first inauguration in her poem, "On the Pulse of Morning:"

"Lift up your eyes upon the day breaking for you. Give birth again to the dream. Each new hour holds new chances for new beginnings. Here on the pulse of this new day you may have the grace to look up and out and into your sister's eyes, and into your brother's face, your country and say simply, very simply, with hope, good morning."

Thank 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
AERO CLUB OF WASHINGTON
MAY 19, 1998
WASHINGTON, D.C.

I am delighted to be here today. You are truly a group that cares very much about aviation -- and truly a group that has done much to make the industry as strong as it is today.

The last few weeks have been busy ones as we work with Congress to complete work on reauthorizing the surface transportation program -- ISTEA -- before they take a well deserved recess. This bill, which will include record level investment, incorporates the Administration's policy principles that we laid out last year. And, Congress has responded to concerns raised by the President. The funding levels now included in the bill maintain record level spending while adhering to the balanced budget agreement.

Our success in reauthorizing ISTEA will build on our win last year when we averted an Amtrak strike, which would have affected thousands of American commuters and businesses.

Our efforts to bring reform to Amtrak really put Amtrak on a road where it can be a key part of a national transportation system. And, we are working to assure that our ports, our maritime industry, is ready to handle a projected doubling in ocean borne trade in 20 years.

Our citizens will lead global lives in the future. And clearly we must have a transportation system able to move people and goods from American communities easily and safely to communities around the world.

And, before Congress leaves this year, we will work with members to complete work on reauthorizing the airport improvement program and pass new authorization for the Federal Aviation Administration so that we can build an aviation system for the 21st century.

- more -

When I took this job 15 months ago, I said that my three goals were safety, record-level transportation investments, and common-sense government. I am proud to say we have made much progress on all fronts.

We have raised the bar on air safety. In 1995, my predecessor, Secretary Peña announced the "single level of safety" initiative, to ensure that all passengers were assured of the same level of safety. In 1996, President Clinton asked Vice President Gore to chair the White House Commission on Aviation Safety and Security, which issued recommendations last year to the entire aviation community on how to make our skies safer and more secure.

This year, we further raised the bar on safety with the FAA's Safer Skies agenda, which is designed to reduce aviation accidents by 80% over the next decade.

And, in the last few weeks, we acted swiftly to ensure the safety of the Boeing 737 fleet.

As for record level investment, last year was the third year in a row of healthy profits for the airline industry. A dramatic change 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, President Clinton met with aviation industry leaders and then established an airline commission asking: what can we do? And the answer from the industry was for the government to take steps to revitalize the industry, and to improve the economy.

The President has done his job. We have the lowest unemployment in 24 years, the lowest core inflation in 30 years, and over fourteen and a half million new jobs. And as economic growth goes up, so do revenue-passenger miles.

The Department of Transportation has done its job. We have signed 31 Open Skies agreements, most recently with South Korea. This does not include our market-opening agreement with Japan, which could boost airline revenues by more than $1 billion a year.

My third goal -- common-sense government -- is what I want to talk about today.

Our new strategic plan for the Department of Transportation has been recognized as the best in government. It is in the spirit of Vice President's efforts to reinvent government. It will help the department work better and cost less. And it will produce new advances, such as our electronic docket -- the first in government to give citizens across the country the same access to our decision-making process as any Washington lobbyist.

I also want to continue to bring common sense government to consumers and our many partners.

Clearly, what makes the most sense is to continue to fight for the benefits that come from a deregulated U.S. airline industry. Indeed, competition is our friend. It has done much good over the last two decades, lowering fares dramatically and increasing the number of people who fly. In another decade, a billion people will be flying -- compared with just 600 million today.

So, this Department of Transportation is not about to re-regulate the airline industry. No way.

We know that deregulation has brought many benefits to American consumers. And we want those benefits to continue into the next century.

As Dr. Alfred Kahn, father of airline deregulation, reminds us: "Deregulation makes sense and can continue only in the presence of *effective* competition as the *protector* of consumers."

Effective competition as the protector of consumers -- now, that is common sense.

Our goal is the same as yours -- the success of U.S. aviation. Working on behalf of travelers and shippers and consumers all across the country is a high priority for the Clinton Administration.

I know it is a high priority for you, too. That is why you feel so strongly about these issues. That is why you showed your support by coming out in such large numbers today.

As you know, last month I announced our preliminary competition guidelines.

These guidelines provide concrete guidance on what we believe constitute unfair methods of competition, especially at "fortress hub" airports. When made final, they will provide guidance on which airline actions will be considered unfair exclusionary practices and subject to enforcement action.

When I proposed our policy, I called for a national dialog on the topic. It is this Administration's strong belief that government works best when it works in partnership with its customers.

I said I wanted a full and complete discussion. This was not a rhetorical flourish.

I want to recognize the Congress for providing a key forum for this dialog. In the past month, there have been five hearings on the subject -- including one as we speak. In particular, I appreciate the efforts of Senators Ford, Gorton, Kohl, McCain, and Shelby. In the House, I applaud Representatives DeFazio, Duncan, Hyde, Lipinski, and Oberstar.

We have heard from others as well. As of last week, we had received some 30 public comments -- from consumers, travel agents, and smaller airlines.

But, we want to hear from <u>all</u> of you, including the major carriers.

Surely, you cannot think that we want to tear down this industry. Not after all we have done to strengthen aviation policy, domestically and internationally.

The American public deserves to have ***<u>all</u>*** stakeholders engaged in a meaningful debate.

Yes, the issues that surround hubs and competitive practices are complex. As anyone who has sat in any of the

hearing rooms knows, there are no easy answers. There are many difficult questions. And, we need time to address them.

We have been asked to extend the public comment period. That is a reasonable request. Clearly, we want to give everyone a chance to weigh in.

So, we have decided to extend the comment period. There will now be an additional 45 days for comments (which will make the due date July 24). We will also allow 15 more days for replies (giving everyone 45 days for replies).

But, let me say this, a limited extension should not be a sign that we are wavering in our commitment to promote effective competition and protect consumers.

Now, what about domestic alliances?

They pose another set of challenges for effective competition at the turn of the century. Both the Departments of Justice and Transportation have responsibility to review airline alliances.

I am sure you recall the rush of airline mergers in the 1980s. Then, the concern was having the "critical mass" to compete in the domestic marketplace.

Today, airlines are increasingly worldwide competitors. They are like competitors in other industries -- automotive, telecommunications, and more -- where we see the push for globalization.

The three proposed alliances -- Continental and Northwest, American and US Airways, and Delta and United -- cover nearly 80 percent of the U.S. market.

With alliances, as with hubs and competition, the Department returns to its common-sense approach.

President Clinton put it best when he said the test of an alliance is whether it allows the partners "to become more globally competitive in ways that don't unfairly raise prices or cut the quality of service to consumers in America."

As a first step, we asked American and US Airways and Delta and United for more information.

Last Friday, we received an initial response from American and US Airways. We have been briefed by Delta and United.

In the context of these alliances, we will examine whether the merger of frequent traveler programs is in the best interests of the consumer.

As you know, the Continental/Northwest combination involves an equity transfer. A review of that alliance by both the Departments of Justice and Transportation has been underway since January.

I must tell you that the views of all parties, including consumers, regarding alliances will be considered.

Airline competition can also be affected by the interactions between airlines and airports. This is why I am establishing a new task force on airport practices and their impact on competition. This task force will address concerns that certain airport practices -- such as the use of

passenger facility charges (PFCs) and long-term gate leases -- can diminish competition.

I hope to lay out the full scope of the task force by the end of the month. And in nine months, it will issue a report.

Let me close with this thought.

In a little more than five years, we will mark the 100th anniversary of powered flight. I want to make sure that we have something to celebrate on that anniversary of the Wright Brothers' historic flight.

I want America's air transportation system to be even more vital and vibrant than it is today as we move forward into the 2nd century of aviation.

I believe very strongly that aviation will do for the world in the first half of the next century what the building of the Interstate Highway System did for America in the last half of this century.

So, we are working on new Open Skies agreements, which are opening markets for our carriers to compete. We are assuring vitality through the FAA's aggressive efforts to enhance safety and its common-sense approach to modernizing air traffic control.

We have the opportunity to build on the extraordinary record of achievement established in the first century of aviation.

We are the world leader in aviation. We have the best airplanes, the best airlines, and the best airports. Thanks to working together, we have the safest skies in the world. And by continuing to work together, by encouraging vigorous but fair competition, and by ensuring safe and secure travel, I know that our best days are yet to come.

Thank you very much.

# # # #

FINAL
4/12

TALKING POINTS ON ISTEA REAUTHORIZATION
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
REGIONAL REPORTERS' ROUNDTABLE
MAY 19, 1998

* **Progress on ISTEA.** I'm pleased with the progress the Congressional conferees have made on ISTEA authorization. The compromise bill reflects most of the priorities President Clinton set forth in his ISTEA reauthorization proposal 14 months ago. I'm hoping to be able to recommend that the President sign it, and resume the crucial highway and safety programs which expired three weeks ago.

* **Investing in America.** The $200 billion compromise bill would authorize record levels of investment to continue rebuilding America -- although I'm concerned that too little is being dedicated to transit. The bill includes the President's proposal that all Highway Trust Fund receipts be spent on surface transportation. It does so while protecting our commitments to a balanced budget and to the President's priorities, such as education, child care, and, most importantly, Social Security.

* **Investing in the Capital Region.** This bill is good for the National Capital Region. It includes $900 million to replace the Wilson Bridge and it continues support for Metro transit services and for area highway improvements.

* **Safety.** This bill protects American's health and safety through incentive programs for seat belt use and an expanded highway-rail grade crossing program. The bill includes new measures championed by the President to target repeat drunk drivers and to ban open alcohol containers in cars. I'm disappointed that this bill doesn't include the Senate's .08 BAC national standard for drunk driving. I'll continue to fight for such a tough standard, because we know that it saves lives.

* **Environment.** The compromise bill strengthens proven strategies to protect public health and the environment, such as CMAQ to help communities clean their air and Transportation Enhancements to help them improve their quality of life.

* **Opportunity.** The bill expands opportunity for all Americans through a continued, strong disadvantaged business enterprise program -- through continued protections for workers -- and through a new access to jobs program to help those making the transition from welfare rolls to payrolls.

#####

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
NATIONAL MARITIME DAY OBSERVANCE
MAY 21, 1998
WASHINGTON, D.C.

For the last 65 years, May 22 has been National Maritime Day -- a day to honor the heroism of seafarers. It is a day we recognize the importance of the U.S. Merchant Marine, and honor those who gave their lives for their country.

It is a day we remember Joseph Squires, who was aboard a ship during World War II that ran into heavy weather and was severely damaged. A second, fiercer storm hit before repairs could be made and the vessel began to sink. Orders were given to abandon ship but Squires volunteered to stay on board and lower the lifeboats. He went down with his ship.

It is a day we remember Albert Boe, a chief engineer who disregarded his own safety when an engine on his ship exploded during World War II. He ordered the engine room cleared while he successfully cut off the main generators, preventing an electrical fire. He lost his life in the process.

It is a day we remember the 6,000 civilian American seafarers who were killed as a result of enemy action in World War II, and the heroes of Korea, Vietnam and any other conflict involving U.S. armed forces.

Toward the end of World War II, General Dwight D. Eisenhower said, "Every man in this Allied Command is quick to express his admiration for the loyalty, courage, and fortitude of the officers and men of the Merchant Marine." The same can -- and should -- be said today.

In his National Maritime Day proclamations -- but more importantly by his actions -- President Clinton has recognized the continuing importance of the American Merchant Marine and associated industries.

- more -

The President stood with Merchant Marine veterans of World War II on the deck of the Liberty Ship *Jeremiah O'Brien* several years ago during the 50th anniversary observance of D-Day. He was moved by their stories, their bravery, and the heroism of their fallen comrades whom we especially honor today.

President Clinton's continuing support shows the importance of today's mariners who continue to serve the nation's commerce, and stand ready to support our armed forces whenever and wherever they are needed.

As the President says in his National Maritime Day proclamation, "The United States is and always has been a maritime nation." From the 180-ton *Mayflower* to today's huge containerships, our country's growth has paralleled the growth of waterborne commerce.

The United Nations has declared 1998 the International Year of the Ocean. The last World Exposition of the 20th century begins tomorrow in Lisbon, Portugal. Its theme is "The Oceans, a Heritage for the Future."

Our economy today still is inextricably linked to the ocean. One of every six jobs in the United States is marine related, and more than 95 percent of all overseas-U.S. foreign trade passes through American ports.

Sea power is as vital to America's defense as it was at the birth of the nation. America's seafaring men and women, as Franklin Roosevelt said, laid much of the foundation on which the nation has grown to the America of today.

We will achieve even more strength through partnerships between the private sector and government -- incorporating U.S. flag ship operators, maritime labor, DOT/MARAD, and the U.S. Department of Defense.

Admiral Perkins' presence today demonstrates the importance of this partnership to our national defense leaders.

Ready Reserve Force is more ready than ever to meet surge sealift requirements. These ships are maintained for us by commercial maritime companies, and will be crewed by civilian seafarers whose primary employment is with the commercial U.S. flag fleet.

The Maritime Security Program ensures we will continue to have loyal, well-trained merchant mariners to answer the nation's call by providing for the continued U.S. flag presence in our commercial trades.

The President also stands with America's shipyard workers. We build the best military vessels in the world, and we are working to help our shipyards compete in the international commercial market as well.

As we prepare to meet America's mobility needs in the 21st century, we remain committed to a robust maritime presence.

Our vision for the future requires the preparation of today's youth to serve as tomorrow's transportation leaders. That vision was in sharp focus just a few weeks ago, when 200 elementary and middle school students from Baltimore, Annapolis, Prince Georges County and the District of Columbia stood on the deck of the Ready Reserve Force ship Cape Wrath just south of the Chesapeake Bay Bridge.

They were on an educational voyage, on the biggest ship at the Whitbread around-the-world boat race. They saw more than just sailboats -- they saw Coast Guard boats and helicopters, huge bridges, and even a supersonic airplane. We must encourage them to be part of the future they saw that day.

Our youth need more of this, which is why we created a program at the Department of Transportation to get 1 million students interested in careers in transportation. The Garrett A. Morgan Technology and Transportation Futures program is one step toward ensuring that the next generation is ready for the transportation jobs of the next century.

Let me close on this. Just up the street from my office is the U.S. Navy memorial with this inscription: "The waters that divide, unite us." President Clinton and his Administration have taken this message to heart. We are working to reach across the ocean to unite the world. Boundaries have blurred, trade has increased 15 fold in the last 50 years. Possibilities for the future are limitless.

Whatever we do, wherever we go, the U.S. Merchant Marine will be there -- in war and in peace. I salute you.

Thank you, and God bless America and God bless our mariners.

# # # #

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MASSACHUSETTS DAY WITH SENATOR JOHN KERRY
MAY 21, 1998
WASHINGTON, D.C.

Thank you, senator, and welcome to all gathered here from the Bay State.

Senator Kerry and I, and many in President Clinton's administration have worked together on many issues, from foreign policy to what to do about saving Social Security. And I know the President very much appreciates his efforts.

The President, working with Senator Kerry, Senator Kennedy and the entire Massachusetts House delegation have expanded opportunities for the people of Massachusetts. Unemployment is down. 31,700 new construction jobs have been created since 1993. Since 1992 crime has fallen 22% with 2,400 new police federally funded since 1994. And there over 137,000 fewer people on welfare in Massachusetts than there were in 1993.

On the transportation front, we have been working closely in recent weeks on major legislation that will pump some $200 billion into communities across the nation to improve highways and mass transit systems over the next six years.

The legislation is vital to America. It will affect not just the next 6 years, but the next 60 years. It will be the blueprint for reshaping America's future for generations to come. Transportation is the backbone of any economy and we are about to prepare America's infrastructure for the 21st century. Transportation is the key to tourism which is so important to the Commonwealth -- from Pittsfield to Provincetown

Our success in passing this legislation will build on our win last year when we averted an Amtrak strike -- with Senator Kerry's help -- which would have affected thousands of American commuters and businesses, especially up and down the Northeast Corridor.

Our efforts to bring reform to Amtrak really put Amtrak on a road where it can be a key part of a national transportation system. And, we are working to assure that our ports, our maritime industry, are ready to handle a projected doubling in ocean borne trade in 20 years.

As Federal Highway Administrator and as Secretary, I have enjoyed working closely with Senator Kerry and the delegation, and our state partners, on one of the nations' largest transportation projects -- the Big Dig. We -- and I'm sure you -- look forward to its completion because this project is vital to the economy of not

just Massachusetts, but the entire region. As stewards of the federal funds,The Federal Highway Administration will continue its unprecedented oversight.

I was in Lowell, on Earth Day (April 22) with Congressman Meehan. We announced a new federal policy to encourage the use of transportation dollars to redevelop abandoned industrial sites, so-called brownfields. This is good for the environment. But more importantly, it is good for people and the communities in which they live.

Transportation is the "to" in welfare to work. So we have been working with the citizens of Massachusetts to get rides to work for welfare recipients. The surface transportation bill now before Congress includes President Clinton's request for hundreds of millions of dollars to develop such programs like the one I heard about in Lowell.

In the future, our citizens will lead global lives. We must have a transportation system able to move people and goods from American communities easily and safely to communities around the world.

So in aviation, we are working hard to promote competition and hold down air fares. Working with Jane Garvey -- head of the FAA and an Amherst native -- we recently proposed competition guidelines for the industry after hearing concerns from consumers, lawmakers and small airlines about unfair competitive practices. We hope to finalize the guidelines later this year. (The comment period ends July 24.)

Competition is our friend. It has done much good over the last two decades, lowering fares dramatically and increasing the number of people who fly. In another decade, one billion people will be flying, nearly double the number who fly today. So we must do everything we can to be ready: increasing safety, increasing investment, and using common-sense to grow the industry.

We also are working on new Open Skies agreements, which are opening markets for our carriers to compete around the world. These agreements add flights, pump millions of dollars into local communities, and make airports like Logan even more international in reach.

And, before Congress leaves this year, we will work with members to complete work on renewing the airport improvement program and pass new authorization for the Federal Aviation Administration so that we can build an aviation system for the 21st century.

When I took this job 15 months ago, I said that my three goals were safety, record-level transportation investments, and common-sense government.

I am proud to say we have made much progress on all fronts. We are on the verge of passing the largest public works improvement bill in the history of the nation.

We have raised the bar on safety. In 1996, President Clinton asked Vice President Gore to chair the White House Commission on Aviation Safety and Security, which issued recommendations last year to the entire aviation community on how to make our skies safer and more secure.

A few weeks ago, we announced the FAA's Safer Skies agenda, which is designed to reduce aviation accidents by 80% over the next decade.

On the highways, we are working overtime to get people to buckle up and to stop them from driving drunk. The President's goal is to increase the rate of seat belt use to 90 percent. Alas, today one in three people do not buckle up.

My third goal -- common-sense government.

On this front we have developed a new strategic plan for the Department of Transportation, which has been recognized as the best in government. It is in the spirit of Vice President's efforts to reinvent government. It will help the department work better and cost less. And it will produce new advances, such as our electronic docket -- the first in government to give citizens across the country the same access to information as any Washington lobbyist.

Let me close on this.

In transportation, our real product is not highways, or airplanes, or cars. Transportation is about more than concrete, asphalt and steel. It is about getting children to school and people to work. It is about connecting peopleto all the opportunities available to them. Transportation is the tie that binds.

And I believe we will make the right choices for I believe our best days are yet to come.

Thank you. Questions?

# # # #

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: 79th CONFERENCE OF GRAND MASTERS AND
THE 50th CONFERENCE OF GRAND CHAPTERS
MAY 21, 1998
WASHINGTON, D.C.

"Behold, how good and how pleasant it is for brethren to dwell together in unity." I am pleased and honored to be with you today.

As many of you know, operative Masons can be traced back prior to the building of the Egyptian pyramids. They built King Solomon's temple, the magnificent cathedrals of the European Renaissance, and we continue to build the skyscrapers of today.

But today we often operate as speculative masons, constructing buildings not made of hands, but of high moral fiber. Today, as yesterday, masonry is about the knowledge and understanding of how to build.

The story of Prince Hall is familiar to us. Hall petitioned the Masonic headquarters in England and the charter for the "Lodge of Free Negroes" was granted in 1784. Today this charter is the only legitimate, valid Masonic charter in America because the white Masons of yesteryear buried their original charter with their Grand Master. England refused to issue another and admonished them to operate under the charter given to Hall. White masons ransacked Prince Hall's home, looking for the charter but to no avail. Hall had pinned the charter to his mother's undergarments while she sat sewing.

This is a time to remember the credo of Frederick Douglass: "Right is of no sex -- truth is of no color -- God is the father of us all and we are all brethren."

I am also here today as a member of President Clinton's Cabinet. In the 1992 campaign, no matter where he went, the President's message was the same for different audiences.

- more -

The message was this: if we are going to get to where we ought to be -- out of the recession which we were in back then -- and doing what we should be doing -- bringing out the true meaning of our creed, holding these truths that all are created equal -- then whether our heritage is African or Polish, Italian or Jewish we need to realize we are all in this together -- as Americans.

President Clinton believes that we can forge an alliance for the common good for all of America. His focus in the past five years has been on providing opportunity and we are seeing the results. More than 15 million jobs have been created -- two million more African Americans are working today. The highest home ownership in history. And the first balanced federal budget in a generation.

President Clinton has placed a high priority on putting America's economic house in order. And we have done very well, with strong growth, low inflation, and rising incomes. But we must do more if opportunity is to be for each and every American.

President Clinton believes -- as all of us do -- that if we provide opportunity for all, and have responsibility from all, we can build a better community for all. Educating our nation's children is a responsibility we must all shoulder.

President Clinton has made education the top priority of his second term. He wants to build more classrooms, hire 100,000 more teachers, hook up every classroom and library in America to the Internet by the year 2000. And most of all he wants to give every youth who wants a college degree the chance to earn one. It's about opportunity.

The Department of Transportation is right there with the President. We have a program -- the Garrett A. Morgan Technology and Transportation Futures Program -- named after the African American inventor of the traffic light. We want to reach one million students to ensure that the next generation is ready for the transportation jobs of the 21st century. We expect to award over $10 million to historically black schools this year for course development, fellowships, transportation internships, summer programs, and Coast Guard recruiting.

President Clinton has also placed a high priority on putting America's foreign policy in order, by promoting democracy, justice and economic reform throughout the world. And his vision for a better world includes a new partnership with the mighty nations of Africa.

Two months ago the President completed an 11-day, 6-nation visit to Africa. Never has a sitting U.S. President spent so much time on that continent. It was my privilege to join him.

Everywhere we went, from Ghana to Uganda to Rwanda to South Africa to Botswana to Senegal, we were greeted by cheering masses. No longer are we asking the question what can we do for Africa. Instead, we are asking what can we do with our partners in Africa to promote peace, prosperity, and democracy.

President Clinton has worked hard since the earliest days of his Administration to improve ties between Africa and America. He supported the final dismantling of apartheid in South Africa; hosted the first ever White House conference on Africa; helped form the U.S.-South Africa Binational Commission; kicked off his Africa Initiative; and is now working with Congress to pass legislation to expand trade and investment between Africa and the United States.

The President's recent trip focused international attention on Africa and the progress that has been made. But we must now roll up our shirt sleeves. We must move ahead on our main objectives of fully integrating Africa into the global economy, and advancing democracy.

The President has called for a summit meeting in Washington of leaders from reform-minded African nations. He has asked many of us in his Administration to follow up on his trip. Meetings will be held to discus ways of reducing the debt of many African countries, a problem that must be fixed if they are to be full partners in the global economy. In fact, yesterday I met with the Vice President of Ghana to seek solutions, together, for their severe energy crisis.

We will promote closer trade and investment ties and advance the President's new Safe Skies for Africa Initiative. Aviation will be the global mass transit of the 21st century. And clearly we must have an aviation system where people and goods from neighborhoods across America, move easily to neighborhoods in Africa. As I always say, you can't trade if you can't get there.

I believe transportation as a whole is key to Africa advancing. We will work together to build the roads and bridges and railroads that will carry Africa's 600 million people into the 21st century.

In that regard, I must mention that our nation's surface transportation laws, which you may know as ISTEA, have expired. We are working diligently with the Congress to send a bill to the President to provide the funding for our surface transportation needs. But ISTEA is about more than transportation.

This bill is vital to our economy, our quality of life and our destiny as the world economic power in the global economy of the new century. It is about jobs, a strong economy, and protecting our environment. And it is about preserving the disadvantaged business enterprise programs that ensure opportunity for all Americans. I can tell you we worked hard to convince the Congress that the President was correct -- affirmative action needed to be mended not ended. We are very pleased that this program remained in the bill.

It is about helping former welfare recipients move from the dependence of welfare to the independence of work. I like to say that transportation is the **TO** in Welfare to Work.

In closing, I am reminded of the words Maya Angelou spoke at President Clinton's first inauguration: "Lift up your eyes upon the day breaking for you. Give birth again to the dream. Each new hour holds new chances for new beginnings. Here on the pulse of this new day you may have the grace to look up and out and into your sister's eyes, and into your brother's face, your country and say simply, very simply, with hope, good morning."

That is what I see for America. A new day full of hope and promise and challenge. Thank you very much, and God bless.

# # # #

FINAL

SECRETARY'S TALKING POINTS ON ISTEA REAUTHORIZATION -- MAY 19, 1998

* **Progress on ISTEA.** Pleased with conferees' progress. Bill reflects many Presidential priorities. Hope to recommend President sign it, and resume lapsed ISTEA programs.

* **Investing in America.** $200 billion bill authorizes record investment to rebuild America, including Capital region (Wilson Bridge, Metro) -- although concerned about too little for transit. Includes President's proposal that all Trust Fund receipts be spent on surface transportation. Protects balanced budget and President's priorities.

* **Safety.** Applaud incentives for seat belts -- highway-rail grade crossing program -- repeat drunk drivers -- open container ban. Disappointed about .08. Will continue to fight for it.

* **Environment.** CMAQ to clean air, Enhancements to improve quality of life.

* **Opportunity.** DBE, worker protections, welfare-to-work.

FINAL

TALKING POINTS ON TEA-21
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WHITE HOUSE EVENT
MAY 22, 1998

* ***Opening:*** TEA-21 will provide record levels of **fiscally-responsible, balanced** transportation investment. TEA-21 **affirms the President's priorities**: no Presidential proposal for surface transportation has ever been followed as closely as this one. I am recommending that the President sign this historic legislation.

* ***Investment:*** Rebuilding America for future generations has been among President Clinton's highest priorities, and TEA-21 furthers that legacy. It **rebuilds America while protecting our commitments to a balanced budget and to the President's priorities**, such as education, child care, and Social Security.

* ***Safety:*** TEA-21 protects American's health and safety through incentive programs for **seat belt use** and a strong **highway-rail grade crossing** program. It includes new measures championed by the President to **target repeat drunk drivers** and to **ban open alcohol containers** in cars.

* ***.08:*** I'm disappointed that this bill doesn't include a .08 BAC national standard for drunk driving, and I'll **continue to fight for such a tough standard, because we know that it saves lives.**

* ***Environment:*** TEA-21 strengthens proven strategies to protect public health and the environment, such as the **Congestion Mitigation and Air Quality Improvement program**, which helps communities keep their air clean. TEA-21 also continues **Transportation Enhancements** to help communities improve their quality of life.

* ***Balance:*** TEA-21 **sustains highway programs while supporting transit, intermodal and rail projects**, and new technologies such as Intelligent Transportation Systems. This continues the balanced approach included in ISTEA and in President Clinton's reauthorization proposal.

* ***Opportunity:*** TEA-21 expands opportunity for all Americans through a new **Access to Jobs** program to help those making the transition from welfare rolls to payrolls -- a continued **Disadvantaged Business Enterprise** program -- and continued strong **labor protections for workers**.

* ***Closing:*** This is a good bill, one that meets the challenge the President laid out in his ISTEA reauthorization proposal more than one year ago. It keeps faith with our commitments to a balanced budget and to the President's priorities. I'm recommending that the President sign TEA-21, and I'm looking forward to working with Congress to implement it.

# # # # #

FINAL
J.6

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, May 22, 1998

DOT 102-98
Contact: Bill Adams
Telephone: (202) 366-5580

STATEMENT OF TRANSPORTATION SECRETARY RODNEY SLATER ON PASSAGE OF SURFACE TRANSPORTATION LEGISLATION

Today, Congress passed TEA-21 to reauthorize ISTEA's transportation programs. This historic legislation reflects President Clinton's priorities of providing fiscally-responsible, balanced investment in our transportation system while continuing to invest in our people. It affirms the President's priorities; in fact, there has never been a transportation bill that has gone as far in meeting Presidential priorities. I will recommend that President Clinton sign this bill.

For the past five years, continuing to rebuild America has been among President Clinton's highest priorities, and this legislation furthers that legacy. This bill does so while protecting our commitments to a balanced budget and to the President's priorities, such as education, child care, and, most importantly, Social Security.

This bill protects American's health and safety through incentive programs for seat belt use, a highway-rail grade crossing program, and a "One-Call" program for pipelines. It includes measures championed by the President to target repeat drunk drivers and to ban open alcohol containers in cars. I'm disappointed that this bill does not include a .08 BAC national standard for drunk driving, and I'll continue to fight for such a standard, because we know that it saves lives.

This bill strengthens proven strategies to protect public health and the environment, such as the Congestion Mitigation and Air Quality Improvement program to help communities clean their air and Transportation Enhancements to help them improve their quality of life.

Finally, this bill expands opportunity for all Americans through a new Access to Jobs program to help those making the transition from welfare rolls to payrolls, a continued, effective Disadvantaged Business Enterprise program, and continued strong labor protections for workers.

I commend the Congressional leadership for their work in passing this bipartisan legislation. I especially want to recognize the efforts of Representatives Shuster and Oberstar, Senators Chafee, Baucus, D'Amato, and Sarbanes, and the other key members and their staffs.

#####

FINAL 4-6
5/25/98

U.S. SECRETARY OF TRANSPORTATION RODNEY SLATER

Transportation's Four "I's"

The transportation system of the 21st Century must have four characteristics:

The system must be ***international in reach****, establishing the links our nations need to succeed in the global economy.*

Much progress has been made with our traditional partners, with whom we have reached more than 60 aviation accords. We also have established new links with emerging nations, ties we strengthened during President Clinton's recent visit to Africa.

It must be ***intermodal in form****, linking together different forms of transportation into a seamless, efficient system.*

We are making our transportation system more intermodal in form, increasing public transit capacity and giving Amtrak, America's national railroad, the resources and flexibility it needs to become the only passenger rail system in the world to achieve operating self-sufficiency.

It must be ***intelligent in character****, applying advanced technologies to make travel safer and more efficient.*

A simple switch we approved last year enables people to turn off automobile air bags to protect someone at risk, and then turn them back on to preserve the lifesaving benefits for everyone else. We also are developing the complex technologies needed to manage the growth in air and surface traffic expected in the 21st Century.

And it must be ***inclusive in service*** *-- it must benefit all of our citizens.*

Under President Clinton's leadership, we are implementing a groundbreaking plan to remove the transportation barriers faced by those making the transition from welfare rolls to payrolls.

# # # # #

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
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT
COPENHAGEN, DENMARK
MAY 26, 1998

On behalf of the U.S. delegation, I'd like to bring you greetings from President Clinton and Vice President Gore.

Let me express my appreciation to Minister Sonja Mikkelsen for her contributions in hosting this conference, and thank the people of the Kingdom of Denmark for their generosity and hospitality. I'd also like to thank SAS for hosting this afternoon's luncheon.

I'm pleased to join you, continuing the work that former Secretary Federico Peña and Deputy Secretary Mortimer Downey have done with the ECMT over the past several years.

Today, I propose that we work together to determine how we can meet one of the greatest challenges we face in transportation: the Year 2000 computer problem.

> *"President Clinton and Vice President Gore recognize the importance of acting now. They've directed us to do everything necessary to ensure that the federal government's computer systems are functioning as well on January 1, 2000, as they were on the day before."*

It's urgent that we do so. Over the past generation our transportation systems have benefited greatly from the use of computer-based information and communications technologies. In the U.S., these technologies have enabled us to double the effective capacity of our air traffic system, to create productive "just-in-time" delivery systems, to improve maritime navigation, and to improve the safety and efficiency of our highways, railroads, and transit systems.

These computer-driven systems contribute to the safe and smooth functioning of our transportation networks today, especially given transportation's vital role in a global economy based on trade. These systems can generate even greater benefits in the future.

For instance, Intelligent Transportation Systems, the technologies called Telematics, can reduce congestion by improving the efficiency of existing roads and transit lines. They also can

help to cut by a third the cost of providing the new highway capacity our cities need and can save thousands of lives by preventing traffic crashes. Telematics return eight dollars in benefits for every dollar invested in them, and are an excellent example of how computer-based technologies can yield tremendous value.

Last Friday the U.S. Congress passed the Transportation Equity Act for the 21st Century, which authorizes more than $200 billion in federal funding over the next six years for highway, transit, safety, and technology programs. I expect that President Clinton will sign this historic legislation shortly. It will continue our efforts to lay the foundation for the advanced transportation systems of the 21st century, systems which will help us to make the most of the opportunities created by a global economy.

However, we face a significant challenge in the Year 2000 problem. The origin of this problem is simple. As you know, because of limited storage capacity, many computers were programmed to use just two digits to keep track of the date. That seemed like a good idea at the time, when everyone expected that those computers and programs would have been replaced by now.

Many of them were not, and, on January 1, 2000, these computers could recognize a "double zero" date not as 2000, but as 1900. They could stop running or start generating bad data. We're now determining the full extent of the problem. Newer systems, designed after we became aware of this problem, should not be at risk, although even they could be affected because of their links to older, legacy systems which have never been replaced. Older mainframe computer systems are at the greatest risk.

Now, it's very frustrating when our personal computers don't work. Far worse could happen if the Year 2000 problem shuts down the computers which operate government and business networks. We risk major disruptions of financial markets, of communications and power systems, of our transportation systems.

There *is* a solution. The technical fix for the Year 2000 problem is straightforward, although it can require a heavy commitment of resources to evaluate computer systems and implement the necessary repairs.

In spite of this, President Clinton and Vice President Gore recognize the importance of acting now. They've directed us to do everything necessary to ensure that the federal government's computer systems are functioning as well on January 1, 2000, as they were on the day before.

At the U.S. Department of Transportation, this means not only our internal management systems but also operations which directly affect services such as air traffic control and the global positioning satellite system.

We've done the necessary work for nearly 40 percent of our own mission-critical systems, and will do everything necessary to make sure that all of them will be repaired in time. However, our concerns aren't limited to how the Year 2000 problem affects the federal government's computer networks.

Many of our systems interact with those of state and local governments and the private sector, and Year 2000 problems in these systems could compromise our own networks. Moreover, we are concerned that Year 2000 shutdowns of nonfederal systems could jeopardize safety or the economy's smooth functioning.

President Clinton has formed a Council on Year 2000 Conversion to oversee the government's efforts and to promote awareness at other levels of government and in the private sector. Through the Council, the President has asked us to reach out to our partners and our customers, in the U.S. and around the world, and encourage them to evaluate their own systems and make any needed fixes.

And that is what I am doing today. The computer-based systems used in international transportation could be at risk from the Year 2000 problem. Everything from air traffic control to navigational systems to cargo tracking could be affected and shut down.

The risks are great. If air travel or shipping were to come to a halt on January 1, 2000, the results would be disastrous. Beyond delays and risks to safety, we could see irreparable damage to public confidence in the reliability of these systems.

I'm concerned that many public officials and business leaders do not understand this problem and are not taking it seriously. Many who do are taking it for granted that their systems have no problems, or that a simple, technical fix will be developed. That would be a terrible mistake.

We at the federal level are taking a leadership role in the United States because, although these systems are a state and local responsibility in the U.S., this is truly a matter of national concern.

We want to expand this effort to encompass our partners around the world because of the potential impact on American interests. Just as you need to ensure the safety and reliability of your transportation systems, so we want to ensure the safety of Americans, and we want to make sure that American firms relying on overseas transport do not have their operations disrupted. In a global economy, we also want to help avoid a major disruption of overseas transportation networks which could affect all of our economies.

We recognize that the operations of these transportation systems are a matter of national sovereignty. We cannot compel system operators, in the U.S. or elsewhere, to take the necessary

steps, nor do we have the resources to perform universal evaluations and repairs. However, we can, ***and should***, raise awareness of the problem and promote the sharing of effective strategies.

To help us do this, I ask that we work together on the Year 2000 problem and its impacts on transportation. Since we face this problem fewer than 20 months from now, it's essential that we act quickly.

In the U.S., we already are holding meetings with our aviation industry to identify the challenges they face as the Year 2000 approaches and to share strategies on how to meet them. Deputy Secretary Downey recently announced a similar meeting with our Telematics industry. I invite your representatives to join us at these meetings.

We at the U.S. Department of Transportation also will create a clearinghouse on transportation and the Year 2000 problem, with information to be made available worldwide through the Internet.

These are only first steps in solving the Year 2000 problem, but they are necessary ones if we are going to prevent costly disruptions and sustain the public support we need for future advances.

We also are receptive to your ideas about ways to address this issue, especially about how best to solve Year 2000 problems which directly affect international transportation services.

So let us come together, determine the scope of the problem we face, and then decide on the best ways to solve it.

If there are few problems, and I hope that is the case, we can give that assurance to our peoples before rumors and fears have become widespread. We owe it to ourselves, to our peoples, and to the future of our transportation industries.

It's our responsibility, as the English poet Wordsworth wrote, "to live, and act, and serve the future hour." I'm confident that, working together in this matter, we *will* meet our responsibilities to serve the future. Thank you.

#####

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL CAPITAL REGION CONGESTION AND MOBILITY
SUMMIT CLOSING REMARKS
MAY 28, 1998
WASHINGTON, D.C.

Good afternoon Senator Robb, my fellow transportation secretaries, breakout session chairs, ladies and gentlemen.

First, let me thank Senator Robb and Congressman Jim Moran for the leadership role you have taken in working to create a truly regional approach to meeting this area's transportation needs. Such an approach has worked well for transit and for Reagan National and Dulles airports. Your Metropolitan Washington Regional Transportation Act sounds like it has great potential.

Let me also thank Secretary Shirley Ybarra of Virginia, Secretary David Winstead of Maryland and Director Cell Bernardino of the District for your insightful remarks this afternoon. I want to congratulate you for the impressive program of improvements underway in each of your jurisdictions. I also want to commend you for the spirit of teamwork and collaboration which characterizes your relationship.

Two weeks ago, the four of us met in the District and traveled to a site in Springfield, Virginia, to discuss important regional facilities underway in Virginia. We then traveled together to the Silver Spring, Maryland, Intermodal Center to discuss how passage of ISTEA would make improvements possible in Maryland.

I know the three of you have begun hosting a series of meetings of regional transportation directors to identify opportunities for regional cooperation and problem solving. I believe these roll-up-your-sleeves sessions hold tremendous potential.

I also want to acknowledge the letter you sent to the Department of Transportation identifying congestion projects of regional significance that need capital investment. I understand this letter was made available to summit participants.

Let me say that we will do everything we can to be responsive to your request for resources through the allocations already made by TEA 21.

I want to thank each of the breakout session chairs for your reports and recommendations. We have achieved what we set out to do today. We wanted

these sessions to produce stimulating debate, but we also wanted them to identify workable solutions and to follow those up with actions, timetables and commitments. I am impressed with your recommendations.

From the outset, we wanted to make sure that this summit belonged to you -- the leaders of this region. In most cases, the implementation of your recommendations will be a state, a regional or a local responsibility.

But there are some things that have been recommended where there is a federal role and responsibility. You have my commitment that we intend to do our part. Let me mention just two.

I am delighted with the regional jobs initiative being led by Charlene Drew Jarvis, and I am pleased to hear of your plans for a joint conference in September on access to jobs to be co-sponsored by the Washington Council of Governments and the Board of Trade. And I am very pleased to be able to report today that Federal Transit Administration Administrator Gordon Linton has approved your application for one of five Job Access Planning Challenge Grants.

Second, as a follow up on today's summit I have agreed to work with Harvey Gant, chairman of the National Capital Planning Commission, to draft a joint letter urging our fellow federal agencies to play a proactive role as employers to do our part to help reduce congestion. And I understand that the Council on Environmental Quality's Interagency Working Group on Sustainable Communities Development, the General Services Administration, and the National Capital Planning Commission have agreed to work with the Department of Transportation to pull together a Federal Agency Workshop to develop an action plan to expand the issuance of transit benefits, encourage car and vanpools and ideas such as flexible work schedules and telecommuting.

Early this morning, I said that the usual answers to the congestion and mobility question were more money and more roads. I said I hoped we would look beyond these at the other elements necessary to address the problems. I believe we have succeeded.

We had three excellent luncheon speakers, one of whom raised a challenge I hope we can meet. Ron Sims, the county executive of King County, Washington, challenged this region to become a world model for transportation. Washington leads the nation in so many ways. It should not lead the nation in congestion. Based on our progress today, I believe we are moving in the right direction.

Thank 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
NATIONAL CAPITAL REGION CONGESTION AND MOBILITY SUMMIT
MAY 28, 1998
WASHINGTON, D.C.

Congestion in the National Capital Region is ranked number 2 in the country, worse than all metropolitan regions except Los Angeles. This is a quality of life issue. The frustration of being stuck in traffic rather than being at home with our families is all too common. So we have quite a challenge before us today -- to come up with an action agenda that will make a real difference in the lives of the people who live and work here.

Working together in the past, we have found ways to solve problems important to this region.

In 1993, when truck crashes were creating mayhem on the Capital Beltway, we convened a meeting of 120 regional officials and safety advocates. They identified 53 safety initiatives, many of which are now in place.

In 1995, when D.C.'s financial crisis brought road repairs to a halt, we worked with Congress to give them a jump start. A temporary waiver of matching funds was granted, and the District is now moving forward on $160 million in critical transportation improvements.

In 1998, concern about aggressive driving ranks even higher than does concern about congestion. Citizens want exactly what regional police authorities have been doing in the *Smooth Operator* campaign: more police presence, speed warning devices and tougher enforcement.

There are two common answers to the congestion and mobility question: more money and more roads. They are certainly both critical. But there are other necessary elements I hope we will discuss at today's summit. Communities all over America are engaged in a similar debate.

- more -

Because of concerns over air quality and sprawl, leaders in Atlanta are exploring ways to invest more of their transportation resources on alternatives to the single-occupant automobile.

In North Carolina the debate is over expansion versus preservation.

What all communities are coming to grips with is how to achieve sustainable development.

Clearly, the best news I have to report today is the action taken by the Congress six days ago to pass the Transportation Equity Act for the 21st Century (TEA 21) -- our highway, transit and safety bill.

Yes, there will be more funds. TEA 21 increases federal highway funding for D.C., Maryland and Virginia by an average of nearly 40 percent.

But the first point I want to emphasize today is that this bill is about more than money. This historic legislation reflects President Clinton's priorities of providing fiscally responsible, balanced investment in our transportation system. In fact, there has never been a transportation bill that has gone as far in meeting Presidential priorities.

TEA 21 toughens safety laws to fight drunk driving and promote seat belt use. It strengthens programs to protect the environment and enhance communities. It improves access to jobs, and it retains the Disadvantaged Business Enterprise programs to keep the door of opportunity open to women, minority and other disadvantaged businesses.

This bill is about opportunity -- it will shape how communities grow, it will link them to global markets and provide access for all Americans to a brighter future. It is more than about the next six years. It is about the next 60 years.

I am proud that we worked in bipartisan partnership with Congress to pass this bill. I am proud to recommend that the President sign this measure into law.

We are pleased that Congress has included $900 million for the Woodrow Wilson Bridge replacement. Senator Warner and the entire Virginia and Maryland delegations worked hard to ensure that the funding was retained in the final bill. I know that there is concern about how the remaining funding will be provided, so I have asked my staff to continue to work with the Maryland and Virginia staffs to ensure that the project is completed.

And this brings me to my second point: there is more to easing congestion than good roads.

The region is enjoying extraordinary economic growth and prosperity. A consequence of a healthy economy, however, is more traffic. And it promises to get worse.

Washington used to be a pretty small town. It is now the eighth largest metropolitan area in the country. Forecasters tell us today's population of 4 million will grow to 5.6 million by the year 2020 -- an increase of 40 percent. Traffic in that period is expected to increase at twice that rate.

This region relies on federal funds to provide more than 20 percent of its transportation resources, so there is no doubt that the millions of dollars provided by TEA 21 will make a significant difference. But there also is no doubt that if traffic continues to increase twice as fast as the economy grows, just building more roads will not solve the problem.

Transit will continue to play an integral role in regional transportation solutions. Your world-class transit system provides more than 1 million passenger trips per day and you rank second nationally in the percentage of commuters who ride transit to work.

Transit ridership is increasing, but its percentage of trips region wide is going down. You have the highest rate of ridesharing in the nation, but that too is dropping.

It is clear from their Visioning Plan that your regional transportation planners understand that there is no silver bullet to solve the congestion problem. But they identified a series of actions which, if taken together, can definitely help.

We have organized the breakout sessions of today's summit around six concepts that reflect these actions. No one of the six sessions at today's summit provides the solution. But each one is part of the solution. If we pursue them together, we can make a difference.

I already have talked about the importance of more resources and investments in road, bridge and transit capacity. Let me touch briefly on four other essential elements to a congestion solution.

I have often said that we need a transportation system that is intelligent in character. Intelligent transportation systems -- called ITS -- will play an important role in our transportation future.

Congressman Frank Wolf has played a key role by making funding available to implement new technologies to reduce congestion. I am pleased to announce that transit service enhanced by ITS soon will begin between Bethesda and Tyson's Corner as a result of Congressman Wolf's initiative. Live TV monitors will broadcast the expected arrivals and departures of the next bus, and help system managers speed up service and maintain reliable schedules.

Second, this summit is not just about congestion. It is also about mobility. So the session on economic development and transportation will address the role of transportation in getting people to work, and the need for better coordination of transportation and land-use planning.

There is no better model than the new MCI Center in downtown Washington. There are five stops within walking distance, and 50 percent of the center's patrons get there by Metro. This arena is a concrete and steel example of the transportation policy the Clinton Administration has long advocated: pedestrian access, use of mass transit to reduce congestion, coordination of land-use planning and transportation investment, creation of a more livable urban environment, and new job opportunities in accessible areas.

I commend Governor Glendening and Maryland for their Smart Growth Initiative. And there are excellent examples in Virginia as well.

A third element for success is that the region's employers -- both public and private -- play a leadership role in encouraging employees to car pool and ride transit.

The final piece of the congestion solution is improving the regional decision making process. Yes, it is a challenge to achieve consensus when you are dealing with two different states and the nation's capital. But I was encouraged by the action taken by the Potomac Conference last week. Business and government leaders called for a strengthened regional mechanism to advocate and seek funding for projects of regional significance.

I strongly believe that metropolitan areas gain nearly limitless benefits when they establish regional approaches to carry out the vision of the community at large.

The challenge I want to leave you with is to look beyond those differences and focus on the objectives we share and on ways to achieve them. As I said, despite some differences of opinion and approach, regional stakeholders share one goal: to make the National Capital Region a better place to live, work and play.

It would be foolish to deny that important differences exist. But these differences are honestly held, and no one has a corner on the right answers. Only by focusing on our shared vision, by concentrating on what unites us rather than on what divides us, can the National Capital Region move forward on a common path. This summit provides a timely opportunity to begin this process.

# # # #