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U.S. Department of Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ALBANY INTERNATIONAL AIRPORT TERMINAL DEDICATION
ALBANY, NEW YORK
JUNE 1, 1998

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

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

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

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

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

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

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

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

One of New York's greatest sons, Franklin Roosevelt, flew from this very airport to accept his party's nomination, becoming the first Presidential candidate to fly. I'm honored to follow in his path, and be here today on behalf of the Clinton Administration. Let me say in closing that Albany's best days, like America's, are yet to come. Thank you, and, again, congratulations!

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DES MOINES CHAMBER OF COMMERCE
JUNE 3, 1998
WASHINGTON, D.C.

Thank you, Senator Harkin, and good afternoon to all of you.

It is so good to see you here in Washington. But in the months ahead, as the Iowa Caucuses begin, you will be seeing a lot of airplanes and buses leaving Washington for your state -- and they will not be carrying candidates for Transportation Secretary.

In Senator Harkin, you have outstanding representation in Washington. You all know about frequent ***flyers***. Well, he has been a frequent ***caller*** for Iowa (and the nation) on highways, transit systems, and airfares. And he cares very deeply about other pressing issues: health care, education, agriculture, food safety.

(In fact, you have had two voices with President Clinton's Administration: his wife, Ruth, served ably as head of the Overseas Private Investment Corporation.)

When I took this job 16 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 with the FAA's *Safer Skies* agenda that Vice President Gore announced in April. We are pushing hard to get more people to use seat belts. No doubt you heard about our nationwide public awareness buckle up effort the week before Memorial Day. Today one in three Americans don't buckle up. But working with local law enforcement officials, safety advocates and many others President Clinton wants 90 percent belt use by 2005.

And while Congress failed to adopt a national .08 blood alcohol standard for drunk driving, the new transportation bill just passed by Congress includes $500 million to encourage states to adopt this tough standard. This could save thousands of lives.

As for record investment, you know the President will soon sign the new six-year highway and transit bill. It is the largest such package ever passed by the Congress, and it will pump some $200 billion into communities across the country.

Virtually every state will receive a larger slice of the pie. In Iowa, the bounty will rise substantially by 43 percent over the old law. I do not have to tell you what this means for Iowa. It will help continue development of the Port of

Des Moines intermodal project so you can take advantage of expanding global trade. And it will help you move ahead with the Martin Luther King Parkway project.

Does this bill answer our country's newest challenge -- getting former welfare recipients who cannot afford cars the public transportation they need to get to work? And hopefully work at some of your companies. We are the to in welfare to work. So, I'm very proud that it will provide $750 million over six years in a new access to jobs program.

Clearly, the President is very pleased that Congress has agreed to his core proposals. This legislation will give us the resources we need to prepare our transportation system. And it will grow our communities for the new century.

But this bill is about more than concrete, asphalt, and steel. It is about people. It is about getting them to school and work. It is about giving them opportunity to succeed.

Finally, Congress passed a fiscally responsible bill that does not jeopardize the economy by violating last year's balanced budget agreement.

The last thing anyone wants is to harm this economy. We have done very well, with strong growth, low unemployment, low inflation, rising incomes, and a budget surplus for the first time in a generation.

You will hear a lot of talk about what to do with that surplus. So let me say loudly and clearly, President Clinton wants that surplus used to save Social Security.

Let me focus on my third goal -- common-sense government.

I know that one of your top concerns is high fares for flights from Des Moines into Chicago and other hub cities. Let me say, I absolutely share your concerns.

There is a role for government to play. And 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, we recently proposed airline competition guidelines. They are designed to stop exclusionary practices by some airlines that prevent new competition at cities like Des Moines. We will be receiving comments on how to strengthen the guidelines until July 24 -- so I urge you to let us know what you think.

(We have already heard from Senator Harkin.)

I know that United Airlines announced last week that it will cut fares and add flights between Des Moines and Chicago. We are pleased that United is taking these much needed actions.

Still, we need to ensure that these reductions are not short-lived. And we need them in other cities in Iowa, and in many cities across the country. We believe the best way to bring down air fares is with a good, common-sense approach to enhancing competition through our new policy.

I know Senator Harkin and many others in Congress having been working on this problem. And I look forward to working with them and you as we move forward.

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

Let me close on this.

I am the last Transportation Secretary of the 20th century -- provided I behave. When we started this century, there were no airplanes. There was no car industry. Railroads, steamships, and the horse and buggy ruled the day. Look at what we have done in 100 years.

We have the best transportation system in the world. We fly some 600 million people a year. We move hundreds of millions of people by buses, by minivans, by trains. And nobody can move goods as quickly or efficiently across their country or out of port.

And with this new investment we are making for the 21st century, our best days are yet to come.

Thank you very much.

Questions?

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AFRICAN AMBASSADORS GALA
JUNE 3, 1994
WASHING5TON, D.C.

To all of our distinguished Ambassadors, and their spouses ... to all of our guests and friends, it is an honor to be here ... and to be here, for such a worthy cause, as to raise money for the benefit of children.

20th ANNIVERSARY OF ROOTS

When the First Lady visited Africa, she heard, over and over, how much Africans looked forward to a time when America's relationship with Africa is based on investment, trade, and tourism.

We are making progress. America's trade with Africa already exceeds our trade with the former Soviet Union by 20 percent. And the potential is still largely untapped.

At the summit later this month in Denver, the President is committed to working with our partners to help integrate Africa more fully into the global economy. As you know, the President plans to visit Africa during his second term.

And I want to make a commitment to you tonight, that as Transportation Secretary, I intend to bring the Transportation Department to focus more on Africa.

I have an interest in international aviation. This Administration has made a lot of progress in opening up international markets, in Europe, in Asia, and in Latin America. And I intend to bring the Department's focus into Africa, and that would include operational an economic issues. I intend to be heard more on this subject.

VISIT TO AFRICA AT FHWA

Economic growth works both ways. Today the United States accounts for only seven percent of the Africa market. Yet even that small market share has produced 100,000 jobs in our country. As that share expands, so will the number of American jobs.

The First Lady said that she hoped her visit would make all of America recognize the strides that Africa is making -- as democracy takes hold across the continent, as nations become more stable, and opportunities grow.

The story of your great continent is remarkable. Until very recently there were only five democracies. In the last six years, that number has jumped to 23.

But democracy is not just about one election: it is about free and fair elections that are repeated again and again.

And democracies depend not just on free elections, but on the values that people hold in their hearts, and minds, and, yes, every day lives.

And clearly democracies require investing in the education and health care of their people.

And they require that every citizen be given the opportunity to participate fully in the economic life of their countries.

Last year, 30 African countries reported positive economic growth. Countries that had been destroyed by decades of war now register growth rates higher than what we achieve in America.

I know the President intends to continue our partnership with Africa .. and our efforts to deepen and strengthen your democracies and economy.

We will do this by supporting programs .. efforts to educate all of Africa's peoples ... to see to it that everyone has access to good health care ... efforts to ensure that men and women have access to credit so they can participate in Africa's growing economies.

These are as the First Lady says, the tools of opportunity, and these are the tools that will help sustain democracy.

Let me end on this. You look around this beautiful building ... look at the 15 million bricks that are in here -- and let us remember each one was laid in place, by men who toiled and worked their hands -- one brick at a time.

It will take time, yes. But just as this building is a monument to how great structures are built, clearly with all of your help, we will help the people of Africa build the great democracies of Africa.

Thank you very much.

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51137

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA AIRLINES ATLANTA-TOKYO INAUGURAL FLIGHT
HARTSFIELD ATLANTA AIRPORT, ATLANTA, GEORGIA
JUNE 3, 1998

Good morning. Leo Mullen, thank you for that introduction. Let me also acknowledge the Honorable Yasuro Saito; Larry Wallace, who's representing my friend Mayor Campbell; and Skip Barnette. I'm happy to be back in Atlanta, a city in which tomorrow always seems to happen *today*.

I'd like to bring you congratulations from President Clinton and Vice President Gore as we celebrate the inauguration of Delta Airlines' nonstop service between Atlanta and Tokyo.

Under President Clinton's leadership, we've opened overseas markets; brought common sense to government's operations; and invested in our people even as we've ended a generation of deficit spending. That's helped to build our strongest economy in a generation. In Georgia, this means the lowest unemployment rate in history; 640,000 new jobs; and 165,000 Georgians moving off the dependence of welfare rolls and onto the independence of payrolls.

Continuing this prosperity into the 21st century means competing in the global economy. Already, one-third of our economic growth comes from overseas trade. To make America even more competitive in the future, we need a transportation system that is international in reach; intermodal in form; intelligent in character; and inclusive in service.

President Clinton is giving us this through such measures as the Transportation Equity Act for the 21st Century. This new surface transportation legislation would provide fiscally-responsible, balanced investment in safety, highways, transit systems, and intermodal links. That would help to keep America's surface transportation system the safest and best in the world.

The President also has strongly supported expanded aviation services, which I believe will be to the global economy of the 21st century what our highways have been to this century. He's done that through more than 60 international aviation agreements. These accords let our nation's airlines develop new services overseas, supporting economic growth and helping to keep America's aviation system the safest and best in the world.

Among the most important agreements is one with Japan to strengthen the aviation links between the world's two largest economies. By opening this market to increased competition, consumers will benefit from improved service, lower prices, and additional flights across the Pacific.

At the signing ceremony in March, I said that "the full promise of this agreement will not be realized until we see the implementation of new services made possible by this accord."

Well, today we're seeing these new services as Delta begins daily flights to Tokyo. The Atlanta-Tokyo service will create new jobs and tens of millions of dollars' worth of economic growth here in Georgia through expanded tourism, better cargo shipment, and increased business investment. We'll see these benefits beginning today.

The benefits extend beyond Georgia: through Hartsfield, more than 100 American cities will have new connections to Tokyo, improving competition and service. And it allows our airlines to expand their services in Asia. That's good for the traveling public, and it's good for our airlines.

Our new aviation agreement with Japan and the services made possible exemplify the progress we can achieve. We're going to continue pressing for freer trade in aviation around the rest of the world, remembering always that transportation is the tie that bonds, and that transportation is about more than concrete, asphalt, and steel: it's about people, and about providing them with opportunity.

Working together, we can provide all of our people with greater opportunity to lead safer, happier, more fulfilling lives. Working together, we can ensure that our best days are yet to come. Thank you.

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(In his remarks, the Secretary referred to Leo Mullen, President and Chief Executive Officer of Delta Airlines; the Honorable Yasuro Saito, Counsel General of Japan; Larry Wallace, Chief Executive Officer of the City of Atlanta; and Skip Barnette, Delta Airlines Vice President for Atlanta Worldport.)

51133

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Transportation

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
23RD ANNUAL MEETING OF U.S.-INDIA BUSINESS COUNCIL
JUNE 4, 1998
WASHINGTON, D.C.

It is difficult to know where to begin. As you all are aware, this is a very dangerous time for India and Pakistan and all the nations of South Asia. Some have said, not since the days of the U.S.-Cuban missile crisis has the threat of nuclear war hung so darkly over the world -- this at a time when America is blessed with peace, prosperity, and declining social problems.

Unfortunately, today's promise is not tomorrow's guarantee.

So we must be firm and show resolve if we are to fulfill all the promise of the new century. As President Clinton has urged, India and Pakistan should halt their nuclear weapons programs and join the 149 other nations that have already signed the Comprehensive Test Ban Treaty. And they should take immediate steps to reduce tensions.

In the meantime, the United States has imposed sanctions on both nations as required by law (under the Glenn amendment). President Clinton had no choice. The President also has urged our allies and friends to take strong action. We simply must extract a price for these actions. We must defend global non-proliferation. And we must keep faith with those nations which courageously chose not to develop nuclear weapons, even though they had ability to do so.

Now, with regard to the sanctions against India. I believe most of you know the basics. So far, we have ceased approving new commitments by the Overseas Private Investment Corporation and the Export-Import Bank.

We are working with our international partners to defer new lending through the World Bank and other international financial institutions. Over $1 billion in World Bank loans to India have already been withheld.

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We have suspended military education and training programs. And foreign assistance involving anything but basic human needs has been blocked, such as development assistance and housing guarantees.

These actions also apply to Pakistan.

In the meantime, we are in the process of clarifying the scope and definitions for American businesses. I know this will affect many of you here today. This process will take some time, since we are in uncharted waters. We do know it will involve certain U.S. exports -- for example -- dual-use technologies. But there is little more that can be said.

Clearly, these sanctions are stiff and they will hurt. The immediate impact is already being felt. Hundreds of millions of dollars in planned U.S. exports and direct investments will be affected, and potentially billions of dollars more that had been under consideration.

This comes at a bad time for India's economy. Growth has been slowing, with the pace easing to an expected 5 percent this year. But recent forecasts now say the rate could fall below 5 percent because of weakening industrial output and an unexpected decline in agricultural production.

A 14 percent hike in military spending reported earlier this week -- much of it for nuclear related programs -- will not help. And I might add, at a time when most nations are reducing trade barriers, the stepped-up military spending will be paid for -- in part -- by an 8 percent increase in tariffs on imports. As you know, this would put your exports at a competitive disadvantage.

None of this is progress. None of this will improve the well-being of India's people. None of this will build a new road or a new airport or buy a new bus or train -- all of which India desperately needs.

All of this is very disappointing. In fact, it is a shame.

I can tell you that for the past year President Clinton, the First Lady and many in the Administration have worked very hard to enhance relations with India. We went the extra mile, took a new perspective. We shifted the focus from where we differ to where we agree.

We have much in common. America and India are the world's two largest democracies. The United States has been both the largest investor in India, and its biggest trading partner. The Commerce Department has identified India as one of the world's big emerging markets. And our partnership was expected to grow considerably in the years ahead.

In transportation, a number of American firms have been doing business with India, including transit, aerospace, rail, and airport development. My department has been giving technical advice to help India upgrade air traffic control and modernize its roads.

It is a shame that all this has been put at risk by these nuclear tests.

Let me close on this.

Nehru said on the eve of India's independence that "it is the future that beckons us now." Just a month ago, looking toward the 21st century, that future looked very promising. But today, because of India's actions, that future is very much in doubt. And I hope and pray for the sake of the world that India and Pakistan can set aside their differences and back down from the brink of destruction so that our children will only know a world of peace.

Thank you very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CHATTANOOGA BUS GRANT ANNOUNCEMENT
JUNE 4, 1998
WASHINGTON, D.C.

About two months ago, I had the opportunity to see first hand Chattanooga's downtown electric shuttle service. Needless to say, I came away very impressed. Chattanooga's use of electric buses is a shining example of the application of advanced technology to provide solutions to transportation, environment, and land use challenges facing our cities. The free downtown electric shuttle is an integral part of Chattanooga's revitalization, of the change in Chattanooga's perception and use of transit, and of the improvement in air quality.

Today, I am presenting the Chattanooga Area Regional Transportation Authority (CARTA) with this check representing a grant of $2.2 million from the Federal Transit Administration. This money will help fund the development and purchase of eleven new electric and hybrid-electric buses, to expand and diversify their existing electric bus fleet. This continues a successful partnership with FTA which will help to reduce pollution while at the same time strengthening our economic base.

Advanced transportation technologies are critical to meeting the transportation needs of the 21st century. The Advanced Vehicle Program that is authorized in TEA-21 provides an excellent avenue to continue the development of these and other vehicle technologies, components, and infrastructure that will enhance energy efficiency and at the same time reduce emissions.

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5/1/34 FINAL

TALKING POINTS
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DOT MENTORING PROGRAM KICK-OFF
WASHINGTON, D.C.
JUNE 4, 1998

(Introduction to be made by Assistant Secretary for Administration Melissa Spillenkothen)

* Good morning. Thank you, Melissa, for your leadership in establishing DOT's first mentoring program. Thank you, Glenda Tate -- Bill Freed -- and Nancy Horkan, for your work to make this program a reality.

* Mentoring isn't something new. Many of us have had a mentor at some point in our lives, although not necessarily through a formal program such as this one. It's usually simply someone who took an interest in us and made a difference in our lives, someone we respected and looked up to.

* I've been fortunate enough to have had *two*: Dr. Robert Leflar, one of my law professors at the University of Arkansas, and George Haley, whom President Clinton recently nominated to be our Ambassador to Gambia. George Haley, incidentally, was the brother of Alex Haley, the former Coast Guardsman and author of *Roots*, who himself served as an inspiration to so many of us

* These men served as my mentors at important points in my life, and influenced me in choosing public service as a career. There also have been others whom I've relied on for direction and advice throughout my career, and mentoring

has been an important part of how I moved ahead in my career.

* I was fortunate to have had such people in my life, and I realize what a gift they were to me. I've never forgotten that one of the keys to being the best you can be is to take the time to listen and learn from others -- to benefit from the advice of successful people. There's solid evidence for this: studies show that nine of ten workers who receive mentoring find it helpful in their careers.

* If any of us needed any further convincing that this was a good idea, it came during our 30th anniversary celebrations. I met with a number of 30-year employees, and one of their key recommendations about how to prepare this Department for the next 30 years was to establish a way for senior employees like themselves to impart their knowledge.

* It's this understanding -- and these experiences -- which led us to create a mentoring program here in DOT. It's designed to give every DOT employee the chance to participate in a mentoring relationship -- to be able to examine your career goals, and then choose a mentor who has the experience you're seeking.

* The benefits of this will be clear: if our employees have a better sense of direction about their careers, and greater confidence in themselves, we'll be a stronger Department, better able to serve the public.

* Like anything else that's worthwhile, making this program a success won't always be easy. We need employees to make a commitment of time to serve as mentors to their fellow employees, so that everyone who wants a mentor can have one.

* We're looking for mentors of all ages and from all levels. People who are in relatively junior positions also have lessons they can convey to those who are just getting started in their careers.

* Already more than 150 of you have stepped forward as volunteer mentors, offering to pass on your experience and commitment to excellence. I thank you for reaching out to others and for helping me to start up this program.

* This program also exemplifies our commitment to ONE DOT. You can participate in this program from any location in the country or any operating administration in the Department: a BTS employee here in Washington can mentor an FHWA employee in California. After all, the qualities we hope to share through mentoring -- wisdom, perspective, good counsel -- are common to all of us.

* This cross-cutting approach is also important, because -- as we move towards becoming ONE DOT, a single department linked through a common commitment to public service -- we can benefit from understanding what our fellow employees do and how their missions relate to our own.

* I'm confident that, after today, we'll have many more volunteers offering to serve as mentors. DOT employees have been generous in volunteering to participate in the Garrett Morgan Transportation and Technology Futures Program and other service initiatives. I'm sure you'll respond just as enthusiastically for this new program. In fact, I'm going to serve as a mentor myself, and I expect that many of my senior staff will do the same.

* While all of my senior staff support this program, I've asked Jolene Molitoris, our FRA Administrator, to be the mentoring program's point person. Although Jolene couldn't be with us, she'll be talking about this program in the weeks and months to come.

* Let me close with this. To those of you who hope to become mentees, I encourage you to take full advantage of a remarkable opportunity to learn from someone who is where you want to be.

* And to those of you who want to become mentors, I ask you to volunteer your talents and energies, giving something back to those who will follow in your footsteps. Remember these words of St. Augustine: "Let us sing a new song not with our lips but with our lives." Thank you, and good luck.

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RS -- Daisy Bates Civil Rights Home Museum celebration -- 6/4/98
draft 1 -- (by Scott) --3.5 minutes

I am sorry I cannot be with you today for this joyous celebration.

But I am with you in spirit and purpose.

When Cassandra (my wife) and I first moved to Little Rock, back in 1980, we used to go and sit at Mrs. Bates' table.

We would just listen.

She was as much a mother figure to me as anyone -- a key person, I relied on as a young person getting involved in the political process, and needing the benefit of her wisdom.

And for me it was always such a wonderful chore to be able to go to the store for her, to take her to places with us.

She was actually my date on one or two occasions.

When I was very young, I hoped and prayed for that day when America would come to live out the full meaning of its creed" we hold these truths that all men are created equal."

I wished that we all could live this American dream, even though I knew that for many it was only a dream and not a reality; only a hope and not a certainty.

Who would have ever believed that one day I would be a member of the President's Cabinet -- a fellow son of Arkansas?

Mrs. Bates -- that is who -- just as she <u>believes in everyone she has ever met</u>.

Forty years ago, nine brave children, with Mrs. Bates as their guide were figures in the struggle for civil rights and in the ever flowing quest to realize the American dream.

Because of what those nine and Mrs. Bates did, I was able finally to attend an integrated high school in Marianna.

I was able to succeed. I was able to make something very meaningful out of my life because people like Mrs. Bates had plowed the fields before me, planting the seeds of opportunity.

This is what you have done, Mrs. Bates, for the people of Arkansas and for all of America.

You have helped us to realize that we are one community for all.

One America with liberty and justice for all.

And this must never be forgotten.

So, I am delighted we are now able to burn the mortgage on Mrs. Bates home, clearing the way to make it a monument to all the good that is this great nation.

Thank you, and God bless.

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5.1.36

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5132

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Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERNATIONAL AIR TRANSPORT ASSOCIATION
MONTREAL, QUEBEC, CANADA
JUNE 8, 1998

Good afternoon. I'd like to begin my remarks by bringing you greetings from President Clinton and Vice President Gore.

Under their leadership, we have the strongest U.S. economy in a generation. If we are to sustain this prosperity into the 21st century, and expand it throughout the world, we must reach out to our global neighbors, continuing to bring common sense to our governments' operations, continuing to invest in our peoples and our infrastructure, and continue to make our nations full partners in the global economy.

Making the most of the opportunities this will create depends in great part on safe and efficient transportation. In America, in this century, our highways and railroads have been the ties that bind, linking our nation from coast to coast.

In the global economy of the 21st century, aviation will be the tie that binds the entire world, enabling all nations to share in prosperity and a high quality of life.

Aviation's promise is already clear: travel is growing, and , in just seven years from now, 50 percent more people will fly worldwide. This presents its own challenges: if we're to avoid gridlock in the skies that slows the movement of people and goods, we've got to take action now.

In the U.S., we're making the investments to give us the infrastructure we need to handle this growth. We expect that President Clinton soon will sign the Transportation Equity Act for the 21st Century, which will fund the highways and transit systems people need to reach our airports. We're also proposing high levels of investment in airports, and we're modernizing America's air traffic control system.

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Providing the capacity we need is only part of what we must do. We also must ensure that people can reach their destinations safely. Nothing we do in transportation is more important than that; it must always be our North Star, guiding everything else we do.

Today I'd like to tell you what we're doing to make air travel in America even safer, and what we're doing to help our partners around the world enhance their own airlines' safety.

We've committed to reducing the fatal crash rate in the U.S. by 80 percent over the next decade. We're doing three things to achieve this goal: better focusing our safety efforts, creating more effective safety partnerships, and bringing common sense to our oversight responsibilities.

Vice President Gore has led many of our aviation safety efforts. In April, he joined me and Jane Garvey, our FAA Administrator, to announce the first of these steps: targeting our safety resources on the most common and preventable causes of crashes.

In partnership with industry, expert teams are analyzing the causes of crashes and determining the best ways to prevent them. Their agenda is divided into three initiatives: commercial aviation, general aviation, and cabin safety.

Within those initiatives, the experts will focus on carefully-targeted issues, ranging from pilot decision-making, to Controlled Flight Into Terrain, to passenger seat belt use. They'll use performance-based measures to evaluate the effectiveness of the strategies used to prevent these problems from causing crashes.

Our second tactic is better government-industry-labor partnering on safety. We recognize that, in a rapidly-growing and increasingly-complex aviation industry, safety is *everyone's* responsibility. In such an environment, we have to complement regulation with cooperative initiatives, agreeing on goals and jointly developing strategies that meet them.

The third prong of our safety program is to bring common sense to the FAA's own operations. Just as industry and labor must be held to the highest standards, so must government.

The FAA has acknowledged that safety isn't about paperwork and red tape: it's about *results*. This is why we're streamlining its oversight processes, which have been focused too much on symptoms and not enough on cures.

By the end of this year, the FAA will take the next big step towards this approach: a new oversight model based on a systemic approach to safety. The new Air Transportation Oversight System, ATOS, will enable us to see the big picture on safety, and to identify potential problems across the system.

If an inspector finds a problem, it will be flagged so we can check it across the system, at other airlines and repair stations. That will identify, and eliminate, potential hazards *before* they cause crashes.

With progress in these three areas, a focused safety agenda, stronger partnerships, and improved oversight, I'm confident we can meet our goal of lowering the crash rate by 80 percent.

Although these efforts are primarily focused on U.S. operations, our safety emphasis is increasingly international. Since President Clinton took office, we've entered into more than 60 aviation accords, nearly half of them full open skies agreements, and that is generating growing travel.

Nearly 600 carriers already fly into the U.S., and more are seeking rights. With more and more Americans traveling overseas and more visitors coming to the U.S. for business and tourism, we want to make global aviation ever safer.

We've already had a number of successes. We've been working with the Joint Aviation Authorities of Europe to harmonize our standards. The early focus on aircraft design has been successfully expanded to encompass maintenance and operations.

When President Clinton and I visited Senegal earlier this year, we announced "Safe Skies for Africa" to improve aviation safety and airport security across the continent. We hope it will quadruple the number of African countries that meet International Civil Aviation Organization standards for safety and security, and we've already had some early success.

Under President Clinton's leadership, we also have worked with those of you in the Middle East and the Pacific, and we'll continue to work with you and IATA to help meet your growing aviation needs.

Our premier effort to do so is the International Aviation Safety Assessment program, which helps civil aviation authorities worldwide ensure that they're meeting ICAO standards in ways that enhance safety.

I've said that transportation is about more than concrete, asphalt, and steel. It's about more than landing rights and routes and code-sharing. *It's about people*, and about providing them with the opportunity to lead safer and more fulfilling lives.

We're building the transportation system that will enable them to make the most of that opportunity, a transportation system that is international in reach, intermodal in form, intelligent in character, and inclusive in service. To do so on a global scale, and to bring the benefits of such a system to all of our peoples, we need *your* help.

Moving from strength to strength, working together in partnership, we can build bridges, and not walls, bridges that will enable us to make travel ever safer, ever more productive, enabling us to realize the full promise of the new century, a century now fewer than 600 days away.

Let me close with the words of the poet Wordsworth: he wrote that we should "live, and act, and serve the future hour." Let us come together to do so, and create economies without borders, and a world without limits, a world in which our best days are yet ahead.

Thank you.

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TALKING POINTS
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PRE-TEA-21 SIGNING BRIEFING WITH STATE, COUNTY, AND LOCAL LEADERS
THE WHITE HOUSE, WASHINGTON, D.C.
JUNE 9, 1998

* Thank Mickey Ibarra for the introduction; glad to be with you on such a memorable day. President Clinton will shortly sign the ISTEA reauthorization bill. Will renew highway, transit, and safety programs which expired five weeks ago, and give us the tools to build the transportation system we need for the 21st century.

* No one knows the importance of this bill more than you: America's governors -- its mayors -- its county officials. You're on the front lines, building and operating the world's safest and best transportation system.

* Two years ago, I and other DOT officials met with many of you to hear your thoughts about what the President's ISTEA reauthorization proposal should include. You told us that ISTEA worked -- that we should continue the programs which worked -- refine those which hadn't yet fulfilled their potential -- and create new ones to meet the new century's challenges.

* We listened -- we learned -- and that is what President Clinton and Vice President Gore joined me in proposing 15 months ago, and that is what Congress passed. There has never been a transportation bill which went further in meeting a President's priorities.

* This bill guarantees $198 billion -- a principled compromise which gives us record investment while honoring our commitments both to a balanced budget and to the President's other priorities. Leaves open the door for higher investment levels ($217 billion) to be considered during the annual budget process over the next six years.

* Continued, strong safety emphasis, with programs to promote seat belt use -- support states in adopting tough 0.08 standards to fight drunk driving -- get unsafe trucks and unsafe drivers off the road -- and improve safety at highway-rail grade crossings.

* Record investment in the infrastructure programs you told us mattered most: it authorizes $42 billion for transit -- more than $8 billion for CMAQ -- and $1.3 billion for Intelligent Transportation Systems. Expands ISTEA's flexibility for programs such as the NHS and STP, enabling you to decide how best to spend your federal dollars.

* New programs, such as $750 million over the next five years to help lower-income workers and those making the transition from welfare to work get to jobs -- increased tax-free employer-paid transit benefits to promote transit ridership -- Advanced Vehicle Program to develop low-polluting trucks.

* We're proud of this bill, and we're proud of the partnerships we've forged during the ISTEA era: want to continue this cooperation as we implement TEA-21. Will consult with you soon to see how we can make it an equal success, just as we did in 1996 to find out what made sense for reauthorization.

* Looking forward to the effort, and to the results, as we work together to build the transportation system America needs for the 21st century. Made a great start so far during the 1990s: let's continue, together, on the same path into the 21st century. Our best days are yet ahead. Questions or comments?... Look forward to seeing you with the President at the signing ceremony.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SIGNING OF THE TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY
THE WHITE HOUSE, WASHINGTON, D.C.
JUNE 9, 1998

Good afternoon. In 1992, I was with then-Governor Bill Clinton when he pledged to invest in America so our great nation could meet the challenges of the 21st century. During the past six years, even as we've balanced the budget for the first time in 30 years, President Clinton and Vice President Gore made good on that pledge. He has worked with Congress to invest in education, in science and technology, and in transportation.

Transportation investment already is more than 41 percent above the last Administration's average. We see the results of this investment every day: the condition of our roads and bridges and transit systems has improved, our air is cleaner, and the highway fatality rate is at a record low.

Today, we're taking the next step, with a transportation bill that literally will take us into the new century, and ensure that transportation remains the tie that binds. This bill continues to make safety our North Star, our top priority, continues to protect our environment, and continues to rebuild America.

And it proves that transportation is about more than concrete, asphalt, and steel: it's about people, and about giving them the opportunity to lead better, more fulfilling lives. This legislation helps those moving from welfare get to where the jobs are. It ensures that women- and minority-owned businesses have a chance to compete on an equal basis. And it preserves strong labor protections for transportation workers.

These measures faced opposition. I'm proud that President Clinton stood firm, and insisted that our transportation programs must continue to expand opportunity for all Americans. I thank the President, and I thank the many Members of Congress who stood with us.

I'd like to thank Jack Lew, Larry Stein, and Michael Deich for their help in making this legislation a reality. I also want to thank our Deputy Secretary, Mort Downey, and the other officials from the Department of Transportation who are with us today. And I want to thank the thousands of employees of the Department of Transportation, who help to make America's transportation system the best in the world.

I look forward to working with Congress and with our partners as we move from strength to strength, creating a transportation system that is international in reach, intermodal in form, intelligent in character, and inclusive in service, a transportation system that will ensure that our best days are yet to come.

One outstanding feature of this bill is an expansion of job training programs, to help give us the skilled workforce we need for the 21st century. Our next speaker, Robin McNab, of Upper Marlboro, Maryland, graduated from a similar apprenticeship and training program. She's currently a journey person qualified on a wide variety of construction equipment, and has worked on projects throughout this area. She exemplifies the best of America: the skilled, dedicated workers who make our nation's products and services the finest in the world. We're proud to have her with us today...

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REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL SCENIC BYWAYS PROGRAM DESIGNATIONS
JUNE 9, 1998
WASHINGTON, D.C.

First, let me recognize several people, who have done so much to improve the quality of life for Americans across the nation. Congressman Oberstar and Senator Rockefeller, your work in transportation is greatly appreciated.

Clearly, it goes beyond the Scenic Byways program. Your participation in helping craft the new highway and transit bill was invaluable. President Clinton will sign that historic bill into law this afternoon, marking a new era for America. By pumping some $200 billion into much needed transportation projects, virtually every community, every neighborhood, every American will share in the bounty.

And this will mean opportunity because transportation is about more than concrete, asphalt and steel. It is about people -- getting children to school and parents to work -- helping them pursue life, liberty and happiness as this great nation goes forward into the new century. Our nation is truly on the move. We enjoy strong economic growth. Crime is down. Unemployment and inflation are the lowest they have been in decades. And we are about to have the first budget surplus in a generation.

I am proud of the progress that is being made. And I am pleased to be here to announce the newest members of our scenic byways family. These roads are the best America has to offer. They weave new enjoyable traveling experiences into the fabric of American life. Clearly, highways are a key part of the U.S. economy and our national transportation system, carrying people and goods from city to city, from farm to town, from airport to railroad to seaport.

They also enhance and promote tourism. More and more people are driving for pleasure. Of some 800 million pleasure trips taken (each year) by domestic travelers, over 80 percent are along a highway.

People are taking to the highways because they expose us to the colors and beauty of the countryside. They provide adventure. They offer interaction with the history of America. They are doorways to the rich culture of our people.

Secretary of Transportation Rodney E. Slater
National Scenic Byways Program Designations

Today we recognize those highways that have been singled out by the National Scenic Byways Program as exemplifying outstanding scenic, historic, recreational and natural qualities. They give Americans and international visitors a special look at this vast country -- at her mountains, valleys, lakes and streams -- and her people.

This program has been a resounding success. It was built on cooperative partnerships at the federal, state and local levels. It has friends and supporters in many places -- just take a look around this room.

Why? Because this program is an engine for economic development. It grows communities while preserving their beauty and natural heritage. It builds pride in countless places along the designated routes.

Let me say that when the President signs the new highway bill, he will be continuing financial and technical support for this program. And we could not have done it without strong bipartisan support from the Congress, from many of you here today.

The first round of National Scenic Byways and All-American Roads were announced in September 1996. Twenty were named.

Today I am delighted to announce that we have selected 33 roads (in 19 states) for designation, including three All-American Roads. All are outstanding examples of America's pride, beauty, and history. They are among the best, the jewels of America.

Let me close on this. When we began this century, it was Teddy Roosevelt who opened up America by creating national parks and making us appreciate America the beautiful. But it was the transportation system that allowed people to get to the Grand Canyon and all our natural wonders.

I am the last Transportation Secretary of the 20th century -- provided I behave. So I am privileged to end the century the way we began: by perpetuating the obligation that all citizens have to keep America beautiful. With this I know our best days are yet to come.

Thank you very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
YEAR OF THE OCEAN CONFERENCE
JUNE 12, 1998
MONTEREY, CALIFORNIA

I am honored to be here among so many distinguished people and friends.

Let me say if ever there were doubts about the significance of our work here, Secretary Daley has put them to rest. He just traveled across an ocean and a continent to get here, 12 hours on a plane from Ireland. Now that is a very strong statement.

We have a mighty challenge ahead. It will take each and every one of us working together as one team for America. This is what President Clinton wants us to do. This is why he and so many in the Administration are attending this conference.

You could say that it is the next step after the President signed into law this week the new highway and transit bill, which will make our surface transportation ready for the 21st century. Now we can focus on our ports and waterways.

We are carrying forward what Vice President Gore has been preaching for years: reinventing government, tackling a problem such as the oceans and crafting common-sense solutions.

Many of you are now stewards of the oceans. You care how they are used and how they can be protected for generations to come. I share these concerns.

Many of you also share responsibility for America's marine transportation system. As you know, this nation was built on its waterways and ports. Our economy today still is inextricably linked to the ocean. One of every six jobs in the United States is marine related. Nearly all (some 95 percent) U.S. trade is carried by ship, back and forth across the seas. And the volume is expected to double in the next 20 years.

- more -

Clearly, sea power is as vital to America today, as it was at the birth of the nation. As Franklin Roosevelt said: it has laid much of the foundation on which the nation has grown to the America of today.

So we must make certain that this industry -- and our entire economy -- is able to compete, and win, in the global market of the 21st century.

We see this every day in every way. I was reminded just yesterday in meetings in Washington of the U.S.-Mexico Binational Commission, where we are working to expand the relationship and tie our economies closer together.

So let me make a pledge: I commit to do whatever it takes to make America's maritime industry and our oceans ready for the next century.

Our waterways and ports and their connections to highways and airports and railroads must meet the needs of many people. They must provide efficient, safe and environmentally friendly transportation. The Coast Guard must continue to have the ability to keep our waters safe and clean, and protect us from danger, especially the threat of illegal drug traffickers.

So, as Secretary Daley is assessing the economics of the oceans, in the months ahead the Department of Transportation -- and all its parts, air, land and sea -- will be assessing the needs of America's ports and marine transportation industry.

We held a series of listening sessions across the country. We talked to many stakeholders. So far, what we have heard is that we need one voice in the federal government, one strong advocate, one spokesman to lead this industry forward. I agree. Today, for example, ports must deal with layers of government agencies at all levels. We can do better.

In my role as Secretary of Transportation, I care deeply about the integrity of the entire transportation system. I am prepared to advocate on behalf of the interests of ports and the marine transportation industry.

In the fall, we will hold a national conference to act on what we learned from those listening sessions. We will develop a vision and strategies to make it so.

Our vision for the future also requires preparing today's youth to serve as tomorrow's transportation leaders. So we created a program to get one million

students interested in careers in transportation. The Garrett A. Morgan Technology and Transportation Futures program will help ensure that the next generation is ready for the 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 oceans to unite the world. Boundaries have blurred, trade has increased 15 fold in the last 50 years. Possibilities for the future are limitless. And we are counting on you to help get us there.

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

Thank you.

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5127

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
EASTERN SENIOR HIGH SCHOOL COMMENCEMENT
JUNE 16, 1998
WASHINGTON, D.C.

Thank you Illandus. Mr. Reeves, Mr. Neal, distinguished members of the faculty, graduates, parents and others gathered here. It is my pleasure and my honor to be with you today.

The famous Eastern High School choir and your excellent concert band are not easy acts to follow. But giving a commencement speech is never 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.

There is a psalm that sings of "days that are made in heaven." Graduation day is such a day -- a time when families and communities come together to celebrate the accomplishments of their children. So before I say anything else, let me say congratulations.

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 high school more than 20 years ago, we used typewriters, and sent messages through the mail. You understand the intricacies of the computer, and send your messages through cyberspace.

We are living in an age of enormous prosperity -- inflation is down, unemployment is down and incomes are up. This is the world awaiting you, the Class of '98.

I know you are ready, whether you are going to college, to work or to the military. I know you have been prepared. I know Eastern has succeeded in carrying out its mission to provide a quality education which will enable students to become competent and responsible contributors to society.

I have seen first hand what Eastern graduates can do. I am fortunate to have one in my scheduling office. Keisha Jones, who I see in today's audience, graduated from Eastern in 1983 with honors, and has put her skills to work for city government, private industry and the federal government. Thank you Eastern High School for preparing her so well.

As I was thinking about what I would say today, I looked through a couple of my college scrapbooks. And do you know, I found some articles and a letter I wrote over 20 years ago, when I was just a little older than you.

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, giving those who struggle a voice.

And today, more than 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. Your class theme this year has been "the dawn of a new horizon," so I know you understand what I mean.

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 .... Working hard in college .... Taking on a job .... Seeing the good in others and praising it .... Seeing the wrong in something and putting it right.

But never forget your dreams. Remember the words of Langston Hughes, words that have been the motto of the class of 1998: "Hold fast to dreams, for as dreams fail, life is a broken-winged bird that cannot fly." It is printed on your programs. Print it also on your hearts.

Every one of you is blessed. You have received a good 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. If I could give you one piece of advice today, it would be don't stop now. You have learned a lot. You leave with a lot. But it is never enough. Education 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 from high school, they can go to college or to meaningful work or to citizen service in the AmeriCorps -- that they have the opportunities many of our parents never had.

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 at Eastern and assume responsibility for yourselves, your families and your communities. And as you go forth to give birth to a new day, keep in mind the words of the song written by your own choir this year in their song "Vision of the Sunset":

"No one knows how long we've strived, reaching for that glorious prize. But soon our destiny will be revealed, soaring through the stormy skies. We never knew we could fly. We stare at the promise of a new day, looking for solutions to the trials of our lives, reaching for impossible dreams. Now we know what they mean. We stare at the vision of a sunset."

The sun is setting on your high school experience, but a new day is dawning. Greet it with hope and enthusiasm. 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.

Your best days are yet to come.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SUMMIT ON THE 21ST CENTURY WORK FORCE
WASHINGTON, D.C.
JUNE 16, 1998

Thank you, Harry Stonecipher. I also want to thank you and Phil Condit for chairing the Summit on the 21st Century Work Force. This is an important initiative, and I'm glad to see it has the leadership it needs to succeed.

It's important because technological strength will determine America's prosperity in the new century. This strength rests on the quality of the scientists and engineers we produce, and their quality depends on our ability to make the most of our greatest resource, our people.

We're at a unique moment. Under President Clinton and Vice President Gore's leadership, America is enjoying remarkable peace and prosperity. Today, we have the smallest welfare rolls in 27 years, the lowest unemployment rate in 28 years, the first balanced budget and surplus in 29 years, the lowest inflation in 32 years, and the highest home ownership rate *ever*.

These are, indeed, good times. And that is why this is the time to ready ourselves for the future, to ensure that today's prosperity is sustained well into the new century. We recognize that *you can't reap what you didn't sow*. So we are investing in education, in health care and child care, in research and technology, and in transportation. Tonight, I'd like to tell you about how we want to help prepare the American people to compete, and win, in the global economy of the new century.

Our latest step came just last week, when President Clinton signed the Transportation Equity Act for the 21st Century. TEA-21, as it's called, guarantees $198 billion in highway and transit investment. This is going to support more than a million high-wage jobs, many of which would be in minority- and women-owned small businesses.

It's important that these small businesses succeed: they generate the majority of new jobs and serve as incubators of talent and innovation. That's why we've strongly supported initiatives that enable them to compete on an equal basis. Over the last two decades, our Disadvantaged Business Enterprise program has raised the participation of women and minority-owned firms from less than two percent to nearly 15 percent. These businesses are acquiring the experience, the skills, and the reputations they need to fully participate, and at the same time they're bringing jobs and growth to their communities.

We've strengthened our DBE program, streamlining it at President Clinton's direction to make it more effective and less burdensome on the very businesses it's trying to help. However, during the debate over TEA-21, some tried to dismantle the federal DBE program for transportation, and perhaps for other areas as well.

That would have been a tragic mistake, because there's still a clear need for such programs. In one state which has a DBE program for federally-funded projects but none for state-funded projects, these firms received 5.3 percent of federal construction dollars, but only 0.2 percent of state construction dollars.

Our bottom line is that we want to sustain our commitment to these businesses. They deserve a chance to compete on an equal basis, to show what they're capable of, and we want to make sure that they had that opportunity.

Led by Nancy McFadden, our General Counsel, we worked closely with Congress and our constituents, reviewing our DBE program's success, explaining the reforms we've made, and showing the likely results of ending the federal DBE commitment. We fought the good fight, and you stood with us. The result: the proposal to weaken affirmative action lost. That keeps open the doors of opportunity for these small businesses and the tens of thousands of Americans they employ.

Our victory was important, but make no mistake: affirmative action's opponents aren't giving up. We continue to need the support of NACME and its members, the kind of support you gave us over the past year. And we need people to do what Phil Carroll did down in Houston, and stand up for what's right. Together, we *will* prevail.

Our commitment is not just to today's businesses but to the future as well. After taking office, I met with transportation officials, business professionals, and others to talk about what we most need for the 21st century.

It wasn't new technologies, or more money, or any of the other important things you might have expected. Instead, it was *people*, or, rather, well-educated, well-trained people who can create the advanced transportation systems we'll need.

That's why TEA-21 continues our support of education. It enhances our support of Historically Black Colleges and Universities, Hispanic-Serving Institutions, American Indian Community Colleges, and other minority institutions of higher education. TEA-21 also will directly involve Historically Black Colleges and Universities and other Minority Institutions of Higher Education in Intelligent Transportation Systems.

That's going to broaden opportunities for these schools to participate in the technology programs which are revolutionizing transportation.

As with DBE, some say that these schools are no longer necessary. They're wrong about DBE, and they're wrong here, too. Virginia's two HBCUs enroll 40 percent of the African Americans attending the state's four-year public colleges, and award as many degrees to blacks as the state's 13 other colleges *combined*. HBCUs clearly continue to play a key role in creating opportunity. That's why we support them, and that's why I hope you'll support them as well.

I've talked about what we're doing to support businesses and universities, but the growing body of knowledge and skills required for transportation professionals means it's never too early to start. We need to make sure that all students have the academic background they need to handle demanding curricula.

So TEA-21's activities would support our new education initiative: the Garrett Morgan Technology and Transportation Futures Program. It's appropriate that this program is named after the African American who was truly the grandfather of transportation technology, the man who invented the automated traffic signal , Garrett Morgan.

This initiative challenges one million students to develop their math, science, and technology skills in preparation for careers in transportation. And it seeks to foster lifetime learning to keep those careers moving ahead. We've made a good start: in its infancy the Garrett Morgan program has already touched the lives of 250,000 children across America. That's impressive, but it's only a start.

We, as parents, as businessmen and -women, as public officials, as concerned members of our communities, have to get involved to help our children prepare for the future. We need *you* as mentors, as role models, and as teachers. We need you to help in schools and to provide opportunities in workplaces.

So I ask for your help and your leadership to make the Garrett Morgan program a continuing reality throughout America. Let's work together for what really matters: our children, and their future.

Kelley Coyner, our acting RSPA Administrator, we look forward to the Senate's taking the word "acting" out of her title soon, is leading the charge on the Garrett Morgan program. She is with us tonight, and I know she'll be happy to tell you how you can join us to prepare the next generation of technology professionals.

Let me close by saying that we should be proud of what we've done to expand opportunity to all Americans.

Under President Clinton and Vice President Gore's leadership, this country is a fundamentally better and fairer place than it was a generation ago, and we need to keep these doors of opportunity open for *all* Americans. In my view, *that* is what these programs are all about.

They're a search for excellence and ability, a way to give all Americans the chance to show their talents, and to contribute in a positive way.

We're going to continue moving from strength to strength, remembering always that transportation is the tie that bonds, and that transportation is about more than concrete, asphalt, and steel: it's about people, and about providing them with opportunity.

Working together, we can provide all of our people with greater opportunity to lead safer, happier, more fulfilling lives. Working together, we can ensure that our best days are yet to come. Thank you.

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(In his remarks the Secretary referred to Philip M. Condit, Chairman and CEO, the Boeing Company, Honorary Co-Chair, Summit on the 21st Century Work Force; Harry Stonecipher, President and COO, the Boeing Company, Honorary Co-Chair, Summit on the 21st Century Work Force; Phil Carroll, President and CEO, Shell Oil; Department of Transportation General Counsel Nancy E. McFadden; and Acting Research and Special Programs Administrator Kelley Coyner.)

5129

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AVIATION WHISTLE BLOWERS PRESS CONFERENCE
JUNE 16, 1998
WASHINGTON, D.C.

I am delighted to be here today to support the Aviation Safety Protection Act.

Let me start by expressing my thanks to Representatives Clyburn and Boehlert, and to Senator Grassley for your leadership on this legislation. Let me also recognize Representatives Oberstar and Lipinski for being here today; your leadership on this and all aviation issues are worthy of our thanks.

I also want to say a word of thanks to Senator John Kerry, an original sponsor of this bill, who could not be with us today because of a scheduling conflict.

The Administration strongly supports this Whistle blower legislation for aviation workers. For too long they have been without these protections. The White House Commission on Aviation Safety and Security, chaired by Vice President Gore, recommended legislation to protect aviation industry employees. And while the Department of Transportation has long had an aviation safety hotline to report potential problems, I believe we can do better.

This legislation will allow employees to report legitimate safety or security concerns without fear of retribution. This will be good for industry and consumers because it will raise the bar on safety. And this we must do because in a little more than a decade the number of people flying will nearly double to one billion people.

I urge Congress to promptly adopt this bill. It has bipartisan support, and I know the the Department of Labor and the White House look forward to passage of this valuable safety measure.

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Let me end by saying that this legislation is about more than safety. It is about partnership. It will allow aviation workers to be full partners in the drive to make our skies even safer. Flight attendants, pilots, mechanics and others will be able to dedicate themselves heart and soul to safety without fear of reprisal, but discouraged from making frivolous complaints.

This legislation makes for common-sense government.

Again, thank you all for your leadership on this very critical issue.

# # # #

U.S. Department of
Transportation

News:

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

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FAA/NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION
PRESS CONFERENCE
JUNE 15, 1998
WASHINGTON, D.C.

When I took this job 16 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 with the FAA's *Safer Skies* agenda that Vice President Gore announced in April. President Clinton just signed into law the largest highway and transit bill in our nation's history. It will create opportunities for millions of Americans and help prepare the nation for the 21st century. And today, we have what I believe is an historic labor agreement that puts common-sense into the way we manage our air traffic control system.

Clearly, what makes the most sense is to negotiate a contract that benefits all the players -- air traffic controllers, FAA management, and consumers. And that is what I believe we have done. It is a good deal for controllers. It puts the FAA on a more business-like footing. And for consumers, it raises the bar on safety and system performance.

This new five-year agreement reached between the FAA and the National Air Traffic Controllers Association marks a new day in labor relations. The contract creates a new partnership and shared vision between labor and management. It increases controller productivity and efficiency by allowing them to perform other duties when not directing air traffic. And despite a sometimes stormy history, for the first time the FAA and the union have agreed on the overall number of controllers needed to run the system safely and efficiently.

I also know that negotiations moved along very rapidly since beginning in January. They had been expected to take much longer. So I am delighted we were able to wrap up such a positive agreement so quickly. I know President Clinton and Vice President Gore are pleased with the agreement. It is a direct

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result of the FAA personnel reform law the President signed some two years ago. These reforms also were championed by the Vice President's commission on air safety and security.

Finally, let me thank the negotiators. You did a magnificent job. And thank you to Administrator Garvey for all you have done to move the talks along, and to Michael McNally, president of NATCA for your talented leadership.

Let me close on this.

We are nearing the 100th anniversary of powered flight (just five years from now). I want to make sure that we have something to celebrate on that anniversary of the Wright Brothers' historic flight.

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.

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5/124

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THURGOOD MARSHALL EXTENDED ELEMENTARY SCHOOL PROMOTION EXERCISE
JUNE 17, 1998
WASHINGTON, D.C.

Thank you Delano. And congratulations to you and the rest of the 8th graders who are being promoted to the 9th grade. Delano, good luck at Woodson next year, and good luck to the rest of you who are going on to many of the area's high schools.

You have all accomplished a lot. And you have a lot ahead of you. President Clinton wants all of you to understand the value of a solid education. He wants all Americans to have the best education in the world. That is his number one priority.

As the President's Secretary of Transportation, I am pleased to be here with you on his behalf, and to share my belief that education is the key to your future.

Let me explain why a Transportation Secretary cares about your education. I care because I need workers for the 21st century, people who have the skills and the desire to be pilots, or truck drivers, or railroad engineers. I need good people to build highways, or to work in auto plants, or to build airplanes, or to serve our country in the Coast Guard.

So, I want to get one million kids thinking about pursuing transportation careers. We have a plan we call the Garrett A. Morgan Technology and Transportation Futures Program, and I would like to tell you about it.

First of all, let me say, it was named after a hero of mine -- Garrett Morgan, the African-American inventor. If you think it is hard growing up today -- maybe some of you come from families with not a lot of money and have to face bad things like crime and drugs and gangs -- think how hard it was for Garrett Morgan to grow up.

His parents had been slaves. The right to life, liberty and pursuit of happiness that Thomas Jefferson said all Americans should have was not theirs.

When Garrett Morgan was born, slavery had been replaced with lynching and mobbings. African-Americans could not find jobs. They could not vote. They could not go to school with children of other backgrounds. All of you have more formal education than Garrett Morgan ever had.

Yet he prevailed. He worked hard. He taught himself. He started his own business, and hired 30 people to work for him. He invented the traffic signal, because he saw a terrible accident and he wanted to do something so it would not happen again.

He was driven to make a difference in his life, and not let the hardships that were all around him get him down. So he worked hard. He studied hard. He aspired to own a business, to employ people. Garrett Morgan is an example of President Clinton's belief that "America cannot afford to waste one person."

Much of the experienced transportation workforce is retiring. And the demand for skills in math, science and technology is growing. The Garrett Morgan program will work with students in kindergarten through high school to develop these skills. By the year 2000, we will reach one million students.

I hope some of you will think about a career in transportation. But I will be honest, you will have to work hard. If you want to be a pilot or run a crane or invent something like Garrett Morgan did, you need to understand algebra and geometry.

Start now, today, by thinking about what you want from life. Make a plan. If you wait until the 12th grade to think about what you want to be in life, it may be too late.

When I was about your age, I decided I wanted to go to college. But my family was very, very poor and I knew we could never come up with the money. So I asked my mother's permission to play football, and she was against it.

The biggest debate we ever had in the Slater home was over whether I could play football.

But then I told her my plan. My plan was to play football so that I could win a scholarship to college. My plan was to study hard, because football was not my goal ... education was. She let me play. If I had waited until I was 18, I would not have had the time to develop the skills I needed to win the scholarship.

It is the same for all of you. If you work hard, if you make a plan, if you let yourself have dreams, you can be anything you want -- a teacher, a builder, a policeman, a pilot, a doctor, a bus driver, a train engineer ... or the Secretary of Transportation.

One of your salutatorians, Metasebia Yoseph, won a citywide essay contest with the essay, "I love Life and I Want to Live." I would like to end my remarks today with the last words of that essay. They read:

"I have a promising future to fulfill. The hopes of attaining a good job, an education, family, and dream house. Being able to realize, complete, and achieve my dreams and goals. These are the reasons for me to not only love this life, but to cling to it with every fiber in my body!"

Good luck to you all, and may God bless.

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5125

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CARDOZO SENIOR HIGH SCHOOL COMMENCEMENT
JUNE 17, 1998
WASHINGTON, D.C.

Thank you. Mr. Mayor, Mr. Ballard, distinguished guests and members of the faculty, graduates, parents and others gathered here. It is my pleasure and my honor to be with you today.

Miss Nguyen's wonderful, inspiring words and those lovely voices of Cardozo's concert choir are not easy acts to follow. But giving remarks at a commencement is never easy. The faculty wants them to be substantive; the parents want them to be sentimental, and, well, you graduates want them to be short. So, I'll do my best.

There is a psalm that sings of "days that are made in heaven." Graduation day is such a day -- a time when families and communities come together to celebrate the accomplishments of their children. So let me say congratulations.

At this point in your life, you are getting a lot of advice. Let me 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 high school more than 20 years ago, we used typewriters, and sent messages through the mail. You understand the intricacies of the computer, and send your messages through cyberspace.

We are living in an age of enormous prosperity -- inflation is down, unemployment is down and incomes are up. This is the world awaiting you, the Class of '98.

I know you are ready. I know you have been prepared. I know Cardozo has provided a quality education which will enable you to become competent and responsible contributors to society.

I have seen first hand what Cardozo students can do.

I am a long time friend and supporter of your TransTech Academy, which all of you know is "a fast track to the future" for jobs in the transportation industry. (And let me say, since President Clinton took office we have created over 700,000 of them.)

I am proud to say that 26 seniors in the TransTech program are graduating today, including your college-bound valedictorian: Miss Abebech Abebe. She and many others have worked very hard as interns at the Department of Transportation, and I appreciate all they have done.

I promise you we will continue to provide you with the resources to succeed. But you must promise to study and do your homework. Can you do that?

Let me end on this.

You will face challenges and frustrations as you go forth. But the secret is to find yourself always going forward, however you might define that .... Working hard in college .... Taking on a job .... Seeing the good in others and praising it .... Seeing the wrong in something and putting it right.

But never forget your dreams. Remember the words of Langston Hughes: "Hold fast to dreams, for as dreams fail, life is a broken-winged bird that cannot fly."

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

Good luck to all of you, and may God bless.

Thank you.

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51126

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BEFORE THE AFRICAN GROWTH AND OPPORTUNITY ACT COALITION
JUNE 17, 1998
WASHINGTON, D.C.

- I am excited to be with you today as the United States Senate considers the African Growth and Opportunity Act. Now that the legislation has passed in the House of Representatives, all of us -- in the Administration, in Congress, and in the private sector -- need to continue to work together to support passage of this historic legislation in the Senate. This day sets an important marker leading to a new era in the U.S. - Africa relationship -- one which will assist Africa in becoming a more active member of the global economy, and has endless potential for both America and the nations of Africa.

- I would like to thank the members of the African Growth and Opportunity Act Coalition for their efforts, as well as the sponsor of today's luncheon -- Chevron Corporation -- which is to be commended for its continued involvement in Africa. U.S. industry collaboration with the nations of Africa -- including increased trade and investment -- is an integral and necessary component of a new U.S.-Africa partnership. Governments can help create the environment for trade and investment, but industry must be present to take advantage of new and exciting opportunities.

- President Clinton's recent visit to Africa was the most ambitious trip to the continent by a sitting American president. Clearly, the marginalization of Africa in U.S. foreign policy is over ... and over forever.

- From his first days in office, President Clinton recognized Africa's economic renaissance and – for the first time ever – acknowledged Africa's prominence in U.S. trade and economic policy. And there have been concrete results. U.S. exports to Africa stood at $6 billion in 1997 – that is more than our exports to all the former Soviet Union; and supports 100,000 American jobs. Meanwhile, imports from Africa last year hit a record high of over $16 billion. Overall, total trade grew nearly 6 percent last year.

- President Clinton's trip affirmed his unequivocal commitment to partnership with Africa. He knows that our relationship with Africa today must be that of true partners – partners who listen to one another, learn from one another, and compromise with one another.

- Secretary of State Madeleine Albright has said the United States should "lecture less and listen more." And that is what we are prepared to do. We want Africa as a strong partner for peace, progress, and prosperity.

- President Clinton's initiative on Africa ***(Partnership for Economic Growth and Opportunity in Africa)*** and the bipartisan Africa Growth and Opportunity Act, now before the U.S. Senate, will fundamentally change America's relationship with Africa.

- The President's initiative is designed to accelerate growth by promoting economic reform and boosting trade and investment in Africa. And those African countries that undertake serious reform, will have substantially greater market access.

- In his State of the Union address to the American people this year, the President reminded us that as we enter the 21st century, we must seek opportunity in all the markets of the world, including Africa.

- The potential of a sub-Saharan market is immense. The U.S. government and you -- the U.S. private sector -- want to stand shoulder to shoulder with the 600 million people of sub-Saharan Africa as full partners in the global economy.

- Every day, the world grows smaller and closer together. We are fast becoming a global society, a world without borders. Africa must not be left out. Increasing its trade and commercial ties with the rest of the world is crucial.

- And transportation is the tie that binds. It brings people together, gives them mobility to pursue opportunity, encourages the free flow of ideas. Transportation means the ocean which separates us is a trade route, not a trade barrier.

- I am proud that as part of the new U.S. Africa policy, my department recently launched an Africa transportation initiative that will highlight the critical role transportation plays in any economy—large or small, developed or developing.

- It is very simple: You can't trade, if you can't get there.

- In particular, we all recognize that aviation is vital to the ability of nations to be active in the growing global economy. It was with this in mind that President Clinton announced during his recent mission to Africa a "Safe Skies Initiative" that will make Africa's air systems safe and secure, expand direct air links between the U.S. and African nations, attract foreign investment and promote trade and tourism.

- Given aviation's importance in the Department's Africa initiative, I sent a delegation to Africa last October to discuss liberalizing and expanding U.S.-Africa aviation services. They held meetings in Harare, Addis Ababa and Abidjan in which representatives from 25 African nations participated. Indeed, there is much interest and need for improving air links between the American and African continents, and we hope to develop more liberal aviation relationships with a number of nations, including Ghana, Ethiopia, Senegal and Kenya.

- We also look forward to cooperating with U.S. industry in working with Africa on other transportation sectors, including highways, transit systems, and ports.

- In July I will be traveling back to the continent to further the Administration's Africa initiative and to discuss during regional meetings with my counterparts a range of transportation issues, particularly the "Safe Skies Initiative".

- I believe there will be expanding opportunities for our products and services in aviation, road construction, public transit, maritime and railroads -- rebuilding ports, highways, and railroads across the African continent.

- And I plan to work closely with U.S. industry -- especially those who can partner with African nations to develop and improve their transportation systems -- to take full advantage of the enormous opportunities that I believe will emerge.

- In conclusion, I know many of you have heard me say this before but, transportation is about more than concrete, asphalt and steel. It is about people. It is about providing opportunity and mobility of people and ideas. It is about advancing the cause of freedom. Freedom of ideas and freedom of movement go hand in hand.

- I believe that we are truly at a crucial junction. People will look back at this as a pivotal moment for Africa, for America and for the world. We have an historic opportunity to make real changes.

- I see nations connected to one another by transcontinental highways and interregional railways. I see unrestricted air travel. I see super-cargo ships freely moving between U.S. and African ports.

- Africa is marching proudly toward a brighter future. It is up to us to join them in forging a <u>new</u> partnership between Africa and America that will guarantee a brighter future as we enter the new millennium. With your continued support this will happen very soon with the passage of S.778.

- Thank you.

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Final

News:

U.S. Department of Transportation

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

FOR IMMEDIATE RELEASE
Tuesday, June 16, 1998

Contact: Bill Adams
Telephone: (202) 366-5580

Media Advisory

Transportation Secretary Slater Addresses Summit on the 21st Century Work Force

U.S. Transportation Secretary Rodney E. Slater will deliver the keynote address to the Summit on the 21st Century Work Force. The Secretary will address initiatives to expand opportunity and develop a skilled transportation work force.

The Summit, convened by the National Action Council for Minorities in Engineering and the National Academy of Engineering, brings together 100 leading public and private decisionmakers to create diversity in the engineering work force.

WHO: Rodney E. Slater, U.S. Secretary of Transportation
Philip M. Condit, Chairman and CEO, the Boeing Company, Honorary Co-Chair, Summit on the 21st Century Work Force
Harry Stonecipher, President and COO, the Boeing Company, Honorary Co-Chair, Summit on the 21st Century Work Force
Dr. George Campbell, Jr., President and CEO, National Action Council for Minorities in Engineering, Inc.

WHAT: Keynote address to the Summit on the 21st Century Work Force.

WHEN: 7:30 p.m., June 16, 1998

WHERE: National Academy of Engineering, The Great Hall, 2101 Constitution Avenue, NW, Washington, D.C.

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5123

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
NATIONAL NEWSPAPER PUBLISHERS ASSOCIATION
MEMPHIS, TENNESSEE
JUNE 19, 1998

Thank you, Dorothy. So many of the NNPA's successes, from your national conventions to your headquarters building, can be directly attributed to your leadership, and I congratulate you on that. Together with your executive committee: Hardy Brown, Terry Jones, Jane Woods-Miller, and Janis Ware, you're preparing the NNPA to continue its leadership role into the 21st century.

I'm also glad to see my friend Janetta Kearney, of the *Arkansas State Press*, who has done so much to make my home state a better place.

Dorothy, you often say that "the power of the press is in the people it serves," and that's also true of government. I've been proud to serve in President Clinton and Vice President Gore's administration during the past five years, because they've shown the good that government can do as it serves the American people.

Under their leadership, America is enjoying remarkable peace and prosperity. Today, we have the smallest welfare rolls in 27 years, the lowest unemployment rate in 28 years, the first balanced budget and surplus in 29 years, the lowest inflation in 32 years, and the highest home ownership rate *ever*. And this prosperity is increasingly shared by all Americans: under President Clinton, the African American unemployment rate has dropped from more than 14 percent to just 9 percent.

We are making progress all across America, but we clearly still have far to go. President Clinton recognizes, in the words of the *Credo of the Black Press*, that "all are hurt as long as anyone is held back." He has put in place policies that are closing the gap in economic opportunity, in education, in health care, and in housing.

Through his race initiative, the President is recruiting leaders and encouraging community efforts all over the country to bring people together across racial lines.

And the President has told each of us in his Cabinet that our policies and programs must help us to become one America in the 21st century.

The possibilities are great in transportation, which affects all of our lives every day. That is because transportation is about more than concrete, asphalt, and steel: it's about people, and about providing them with the opportunity to lead safer, healthier, more fulfilling lives.

Over the past five years we have kept this simple truth in mind: transportation is the tie that binds, bringing us closer as a people. When we invest in roads and bridges and transit lines, we enable people to travel safely to work, to school, to church, and to stores, and we empower them to make the most of the opportunities our nation offers.

Just last week we took the latest step toward strengthening transportation's ability to connect us as a people when President Clinton signed the Transportation Equity Act for the 21st Century.

TEA-21, as it's called, guarantees $198 billion in highway and transit investment over the next six years. That is going to help us continue rebuilding our roads and bridges and transit systems, increasing further the record investment we've already made over the past five years.

And the bill does this in a way which honors our commitment to the balanced budget and to the President's other priorities, such as education, child care, and health care. We can continue to invest in our people even as we invest in our infrastructure.

Now, let me tell you about some of this bill's specifics.

TEA-21 authorizes about $42 billion for transit, providing funds both for the subways which connect our largest cities and the paratransit systems which serve as lifelines in rural communities. It also gives states and localities greater flexibility in how they use their federal funds, so they can transfer even larger amounts to transit if they need it.

TEA-21 follows the President's call to create a program to improve transportation for lower-income workers and those making the transition from the dependence of welfare rolls to the independence of payrolls. You can't go to work if you can't get to work, and so we're committing $750 million to build those crucial, transitional links , everything from expanded transit to vanpools and other flexible arrangements.

The bill continues our strong commitment to job training programs, and expands them to include not only the traditional construction trades but also the advanced technologies which are revolutionizing transportation and every other field.

Altogether, this bill will support more than a million high-wage jobs, many of which will be in minority- and women-owned small businesses. It's important that these small businesses succeed: they generate the majority of new jobs and growth in their communities, and they serve as incubators of talent and innovation. That's why we've strongly supported our Disadvantaged Business Enterprise program, which enables them to compete on an equal basis.

We've strengthened our DBE program at President Clinton's direction, streamlining it to make it more effective and less burdensome on the very businesses it's trying to help.

However, during the debate over TEA-21, some tried to dismantle the transportation DBE program, which could have caused DBE to have been scaled back elsewhere as well. We worked

closely with Congress and our constituents: reviewing our DBE program's success, explaining the reforms we've made, and showing the likely impact of ending the federal DBE commitment.

We fought the good fight, and the proposal to weaken affirmative action lost. That keeps open the doors of opportunity for these small businesses and the scores of thousands of Americans they employ.

Our commitment is not just to today, but to the future as well. After taking office, I met with transportation officials, business professionals, and others to talk about what we most need for the 21st century.

It wasn't new technologies, or more money, or any of the other important things you might have expected. Instead, it was *people*, or, rather, well-educated, well-trained people who can create the advanced transportation systems we'll need.

The growing body of knowledge and skills required for transportation professionals means it's never too early to start. We need to make sure that all students have the academic background they need to handle such demanding curricula.

So TEA-21's activities would support our education initiative: the Garrett A. Morgan Technology and Transportation Futures Program. It's appropriate that this program is named after the African American who was truly the grandfather of transportation technology, the man who invented the automated traffic signal, Garrett Morgan.

This initiative challenges one million students to develop their math, science, and technology skills in preparation for careers in transportation. And it seeks to foster lifetime learning to keep those careers moving ahead. We've made a good start: in its infancy the Garrett Morgan program has already touched the lives of 250,000 children across America. That's impressive, but it's only a start.

We, as parents, as businessmen and -women, as public officials, as concerned members of our communities, have to get involved to help our children prepare for the future. We need *you* as mentors, as role models, and as teachers. We need you to help in schools and to provide opportunities in workplaces.

So I ask for your help and your leadership to make the Garrett Morgan program a continuing reality throughout America. Let's work together for what really matters: our children, and their future.

Let me close by saying that we should be proud of what we've done to expand opportunity to all Americans.

Under President Clinton and Vice President Gore's leadership, this country is a fundamentally better and fairer place than it was a generation ago, and we need to keep these doors

of opportunity open for *all* Americans. In my view, *that* is what TEA-21 and these other programs are all about.

They're an effort to create opportunity, and to give our people greater prosperity and a better quality of life. And they're a search for excellence and ability, a way to give all Americans the chance to show their talents, and to contribute in a positive way.

We're going to continue moving from strength to strength, working together to provide all of our people with greater opportunity to lead safer, happier, more fulfilling lives. Working together, we can ensure that our best days are yet to come. Thank you.

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(In his remarks, the Secretary referred to Dorothy R. Leavell, NNPA President and publisher/editor of the Chicago and Gary Crusaders; Hardy Brown, NNPA 1st vice president and co-publisher of the Riverside, California, Black Voice News; Terry Jones, NNPA 2nd vice president and publisher of the New Orleans Data News Weekly; Jane Woods-Miller, NNPA secretary and president/publisher of the St. Louis Metro Sentinel; Janis Ware, NNPA treasurer and publisher/CEO of the Atlanta Voice; and Janetta Kearney, of the Arkansas State Press.)

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U.S. Department of Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. CONFERENCE OF MAYORS MEETING
PLENARY SESSION
RENO, NEVADA
JUNE 22, 1998

Thank you, Mayor Helmke, for that introduction, and thank you for your strong leadership of the Conference of Mayors. The Conference has become the voice of America's cities, and our indispensable partner in helping you prepare for the 21st century.

Let me also express my appreciation to Mayor Jeff Griffin for his contributions in hosting this conference, and let me thank the people of Reno for their generosity and hospitality.

I'm glad to join you this morning. The day after I was confirmed last year I joined many of you at your leadership meeting in Key West, and talked with you about ISTEA reauthorization. That established a bond between us which our subsequent meetings and conversations have strengthened.

This morning I'd like to talk to you about the ultimate result of our conversations about ISTEA: TEA-21, the Transportation Equity Act for the 21st Century. This bill guarantees a record $198 billion for transportation, but it's about more than money. It also creates new initiatives to meet the challenges, and to take advantage of the opportunities, that the new century will bring us.

This legislation is the latest in a series of initiatives President Clinton and Vice President Gore have developed to prepare our nation for the 21st century's global economy. Under their leadership, we've ended 30 years of deficit spending and produced the strongest economy in a generation, and we've also been investing to make America more competitive well into the new century.

We've invested wisely in education, in health care, in technology, in the environment. And we've invested in our transportation system to make it safer and better able to handle the traffic generated by our growing economy.

As Mayor Campbell noted on Friday, metropolitan areas are America's economic engines, producing 86 percent of the growth during the Clinton economic boom. We're sustaining this growth by making good on the President's 1992 pledge to rebuild America. The President's transportation investments, more than 40 percent higher than his predecessor's average, are improving our roads and transit systems and airports to make the most of our new economy.

TEA-21 carries this investment into the 21st century. It's a clean sweep for President Clinton's policy proposals and a principled compromise on funding issues.

The bill gives us record-level transportation investment, a guaranteed $198 billion over six years that has been fully paid for, as the President said when he signed it two weeks ago, "line by line and dime by dime."

This is the kind of commitment that Mayor Rendell and others among you have called for. It guarantees transportation investment without breaking the balanced budget agreement or cutting other national priorities.

The compromise we worked out with Congress to make this happen also leaves open the door for higher investment that can be considered as part of the annual budget process over the next six years, but which must compete with other priorities. We think that's a fair deal: it honors our commitment to the balanced budget and to other priorities, even as we make new investments in transportation.

The bill authorizes higher funding for every one of our core highway programs. It also retains the flexibility which has made these programs so successful under ISTEA, enabling you to transfer funds to where they're most needed.

This record investment also is balanced, and that's something we insisted upon: there's $42 billion for transit, including $18 billion for transit formula funding. That is a 50 percent increase over ISTEA for the program which is the backbone of our commitment to urban transit systems. This funding will ensure that Mayor Corradini and the organizers of the Salt Lake City Olympics will have the resources they need to make the 2002 Winter Games a success.

Congress also answered the President's call to promote transit by increasing tax-free employer-paid transit benefits, a low-cost initiative which will leverage higher ridership.

We also heeded the calls of leaders like Mayor Savage, who asked for the resources they needed to keep their air clean. So this bill includes $8 billion for CMAQ, and it maintains CMAQ as an independent program while increasing its flexibility. We've made air quality maintenance areas eligible for CMAQ. Just because you've attained the standards for healthy air doesn't mean you should stop the activities which got you there, and this will enable you to stay in attainment.

And, to ensure that cities continue to have a strong voice in deciding how funds are spent, we've kept the reforms ISTEA made to the transportation planning process. You, and not people in Washington, know your needs best.

As I said earlier, this historic legislation is about more than money. It reflects the view we all share that transportation is about more than concrete, asphalt, and steel, it's about people, and it's about providing them with the opportunity to lead safer, healthier, more fulfilling lives.

Most importantly, TEA-21 enhances Americans' safety through campaigns to fight drunk driving and to protect people through seat belts and advanced air bag technologies that protect children while preserving the lifesaving benefits for everyone else.

TEA-21 also expands opportunity for all Americans. Following the President's call, it creates a five-year, $750 million program to improve transportation for lower-income workers and those making the transition from the dependence of welfare rolls to the independence of payrolls. People can't go to work if they can't get to work, and this will help them make those crucial, transitional links, both transit and alternatives such as vanpools.

TEA-21 supports other initiatives, such as the brownfields policy I recently announced. We used to discourage reinvestment in polluted properties, and that was shortsighted. We'd often end up spending more on the infrastructure to serve new development than it would have cost to clean up the brownfields. Now, we're encouraging reuse, and that's also going to spur economic revitalization in our cities. TEA-21's flexibility will support such efforts.

TEA-21 also promotes sustainable development, which I know is a concern of yours. The Vice President has told me how impressed he is with the work of your Joint Center for Sustainable Communities, and we want to explore ways to participate in this effort.

We're proud of TEA-21: there has never before been a transportation bill which has gone so far in meeting a wide range of national priorities as identified by the President. That's a tribute to the responsible, bipartisan approach Congress took in considering this legislation.

It also shows that we were listening to what you and our other partners wanted in this bill, and that we were willing to put together an integrated package of proposals that built broad support.

Let me close my comments by saying that we at DOT are proud of the partnerships we forged during the ISTEA era. We want to continue this cooperation as we implement TEA-21.

We want to get your views, and the views of all our partners, as to how TEA-21 can keep transportation the tie that binds us as a people. We're planning a series of regional meetings, conferences, and focus groups, and we'll stay in close touch with you as we do so.

I'm looking forward to working together to build the transportation system America needs for the new century, a transportation system that not only improves safety and mobility but which also honors and advances our other national priorities.

I'm looking forward to building a transportation system that is international in reach, intermodal in form, intelligent in character, and inclusive in service, a transportation system which will ensure our prosperity and quality of life for a generation and more.

We've made a great start so far during the 1990s: let's continue, together, moving from strength to strength, into the 21st century. Let's show the world that our best days are yet to come. Thank you.

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(In his remarks, the Secretary referred to Mayor Paul Helmke of Fort Wayne, Indiana, President, U.S. Conference of Mayors; Mayor Jeff Griffin of Reno, Nevada; Mayor Bill Campbell of Atlanta, Georgia; Mayor Ed Rendell of Philadelphia, Pennsylvania; Mayor DeeDee Corradini of Salt Lake City, Utah; Mayor Susan Savage of Tulsa, Oklahoma.)

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TALKING POINTS
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. CONFERENCE OF MAYORS ANNUAL MEETING
ROUNDTABLE WITH TRANSPORTATION LEADERSHIP
RENO, NEVADA
JUNE 22, 1998

(Introduction to be made by Mayor Paul Helmke of Fort Wayne, Indiana, President of the U.S. Conference of Mayors. Approximately 20-40 mayors will attend.)

* Thank Mayor Helmke. Will speak to the full membership later, but first wanted to have an informal listening session with you. No one knows TEA-21's importance better than you: America's mayors. You're on the front lines, building and operating the world's safest and best transportation system.

* Two years ago, I met with many of you to hear your thoughts about what the President's ISTEA reauthorization proposal should include. We listened -- we learned -- and what we heard shaped the plan President Clinton and Vice President Gore joined me in proposing last year. That was the basis of the bill Congress passed.

* This bill guarantees $198 billion in investment, with each state getting back at least 90.5 percent of what it paid in gas taxes. That has satisfied most concerns about equity between the states. However, I understand that some of you have launched a campaign regarding whether metropolitan areas will receive their fair share of funding. I'd like to hear your concerns.

* I'd also like to hear your thoughts, about how best to implement TEA-21 and about how to structure a nationwide outreach effort on its implementation. Who would like to start...?

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TALKING POINTS
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WELFARE-TO-WORK ROUNDTABLE
USDOT MARX MEDIA CENTER, WASHINGTON, D.C.
JUNE 24, 1998

* *Welcome. Thank participants, especially industry "success stories." Introduce Eli Segal of the Welfare to Work Partnership. Acknowledge Brad Mims -- Jolene Molitoris -- Kelley Coyner -- John Graykowski -- Gloria Jeff.*

* Transportation is about more than concrete, asphalt, and steel: it's about people, and it's about providing them with the opportunity to lead better and more fulfilling lives.

* Since taking office, I've sought ways to expand opportunity, especially through partnerships with the transportation industry. We're looking for win-win situations from which everyone can benefit.

* For example, some of you have participated in the Garrett A. Morgan Technology and Transportation Futures Program, which challenges one million students to develop their math, science, and technology skills in preparation for careers in transportation.

* Concerned businessmen and -women around the country are serving as mentors, as role models, and as teachers. These business leaders are helping in schools and providing opportunities in workplaces -- and they're building our industry's workforce for the 21st century.

* We need a similar effort to help those moving from the dependence of welfare rolls to the independence of payrolls.

* President Clinton is breaking the cycle of dependency, strengthening our communities and ending welfare as we know it. The President's policies and the strongest economy in a generation have created 16 million new jobs and pushed welfare rolls to their lowest level in 27 years. We need to ensure that welfare recipients and other low-income families can make the most of these opportunities.

* TEA-21, which President Clinton signed two weeks ago, recognizes that welfare recipients can't go to work if they can't get to work. It authorizes $750 million for the President's program to provide innovative transportation alternatives to help get them to where the jobs are. It makes transportation the "to" in welfare-to-work.

* TEA-21 also provides opportunities through training. States can reserve slots for welfare recipients in federally-funded on-the-job training programs. These programs provide key support services such as child care. TEA-21 also expands these programs to include training for the technology fields which are revolutionizing transportation.

* We want to build on these programs and find ways to help the transportation industry to hire welfare recipients.

* I and several of our administrators have reached out to our partners, encouraging you to hire from this pool of potential workers dedicated to working hard for success.

* As Brad noted, we've already held five roundtables with the aviation industry, with good results. For instance, Cessna Aircraft has successfully hired and trained 200 welfare recipients for $12-an-hour jobs.

* Today we expand these roundtables to other sectors. In fact, we're seeing success stories throughout transportation. We'll hear how highway, rail, and maritime companies have benefitted from reaching out to welfare recipients, and about how every employer here can benefit from similar efforts.

* Let me close by saying how personally important your participation is to me. As we build a transportation system for the 21st century, we can strengthen our businesses -- our industry -- our communities -- and our nation by expanding the circle of opportunity. I ask your help in this effort, helping others as we help ourselves.

* We have a tremendous resource as we do so: the Welfare to Work Partnership. The Partnership offers resources to assist employers in establishing and operating successful hiring programs. I'd like to invite my friend Eli Segal, the Partnership's President and CEO, to tell us about it. Eli...?

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AFRICAN-AFRICAN AMERICAN SUMMIT
JUNE 25, 1998
WASHINGTON, D.C.

Thank you, Carole. Distinguished guests and friends.

On behalf of President Clinton and Vice President Gore, let me thank you for all you are doing. With Rev. Sullivan at the helm and with so many here tonight, you have been a brilliant voice for the new Africa.

We are living in extraordinary times.

President Clinton has put a high priority on getting America's economic house in order. We now have low unemployment, low inflation, and a balanced budget.

But so, too, has he put a high priority on foreign policy. We have focused on promoting democracy, justice and economic reform. The President is in China tonight on just such a mission.

And his vision for a better world includes a new partnership with the mighty nations of Africa, where freedom and prosperity are replacing military dictators and poverty.

Gone are the days of the marginalization of Africa, and gone forever.

Just a few months ago I was with the President for his historic visit to Africa. The trip did much to focus international attention on Africa.

But the hardest work is yet to come. We must advance our main objectives: integrating Africa into the global economy, and promoting democracy.

So, where do we go from here?

First, the President has called for a summit in Washington of reform-minded African nations. The purpose: to continue the dialogue.

Second, we must follow up on promises made. So, I am proud to announce that I will be in Africa July 7 through July 15. We will hold regional meetings in Dakar (Senegal) and Harare (Zimbabwe) to launch our Safe Skies for Africa Initiative. We will also visit Cameroon, Angola, Ethiopia and Cape Verde. Our goal: make Africa's aviation system safe and secure so air travel can expand, a prerequisite for increasing trade, investment and growth.

We will also discuss roads and bridges and ports. This basic infrastructure is absolutely critical if Africa is to join the global economy.

Others plan to go. Treasury Secretary Rubin is going in mid-July to work on developing financial markets. And Commerce Secretary Daley will be on a trade mission in September.

Suffice it to say: all of us are deeply committed to strengthening the relationship.

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

She spoke of a new day, of new beginnings, of new hope. That is what I see for America and for Africa.

God bless Africa and God bless America.

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