



U.S. Department of
Transportation

News:

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**REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL ASSOCIATION FOR EQUAL OPPORTUNITY IN HIGHER EDUCATION
PRESIDENTIAL PEER SEMINAR
HILTON HEAD, SOUTH CAROLINA
AUGUST 3, 1998**

Thank you, Dr. Fort. North Carolina A&T is doing outstanding work through the University Transportation Centers Program, carrying out groundbreaking research on the travel patterns of people of color, and I commend you for your leadership of one of America's outstanding universities.

And I'd like to thank everyone here for that warm welcome. For three decades NAFEO has led the way to a world in which the quality of one's education is not determined by race or income or previous schooling, but by the willingness to learn. You're now taking this effort into the 21st century, and I congratulate you on the progress you're making.

HBCU graduates have long been among America's leaders. They include 85 percent of our nation's black physicians, 80 percent of our African American federal judges, 75 percent of our black Ph.Ds, and half of our black business executives and elected officials.

Your alumni include some of today's foremost Americans: the Reverend Jesse Jackson, NAACP President Kweisi Mfume, Nobel Laureate Toni Morrison, and my colleague, Labor Secretary Alexis Herman.

They are today's leaders, and the work you're doing to prepare tomorrow's leaders is so important, because there's never been a time when opportunity was greater, or when the ability to make the most of that opportunity was more important.

Two centuries ago, the poet Wordsworth wrote "Bliss was it in that dawn to be alive, but to be young was very heaven!" And that's how today's youth should feel. At the dawn of the 21st century, we live in a remarkable age of peace and prosperity.

Today, we are a nation at peace, a nation without the prospect of global war for the first time in three-quarters of a century. A generation of young Americans is growing up without the fear that they may never grow old.

And our economy is the strongest it has been in a generation. While the latest reports released on Friday show that growth has moderated slightly, they also show that our economy continues to expand steadily.

Secretary of Transportation Rodney E. Slater
National Association for Equal Opportunity in Higher Education

Wages are rising. Investment and consumer confidence remain high. Unemployment and inflation remain low, when was the last time anyone talked about the "Misery Index"?

And this prosperity is widely shared, unemployment among African Americans has dropped from 14 percent when the President took office to 9 percent today, still too high, but a big improvement.

At the same time, we have the first balanced budget, and the first surplus, in 29 years. Just a half-dozen years ago we had a \$290 billion deficit, now the arguments in Washington are about how to spend the surplus.

This is an age that makes it possible for us to imagine a new and better world, and then to act to make it possible. But nothing about this new world is preordained, nothing is guaranteed. And that, really, is how it should be. Our successes should be the result of our own talents and our own hard work, our ability to meet the challenges we face, and to take advantage of the opportunities we find.

I know that you believe that, it is the basis of all that you do to expand opportunity. And I know that President Clinton believes it. That is why he has made investing in America's people a cornerstone of his presidency. And, in today's knowledge-based world, education is the most important investment we can make.

Access to education is the key to the American dream. This is why the President has made possible the greatest expansion of support for education since the 1960s. He made student loans less expensive and easier to obtain.

He created HOPE Scholarships, tax credits that effectively make the first two years of college universally available.

And he gave tens of thousands of young Americans the opportunity to perform community service while earning money towards college.

This year, the President wants to increase funding for Pell Grants. He wants to increase funding for work-study programs, enabling a million students to earn their way through college while supporting additional tutors for the "America Reads" initiative.

And programs such as High Hopes would give younger students support services like mentoring and after-school activities that keep them on track for college.

Now, you might be thinking: this is good, but why is the Secretary of Transportation talking about education? Well, I *am* the Secretary of Transportation, and I know that the transportation solution of the past, build more, more roads, more bridges, more airports, can no

Secretary of Transportation Rodney E. Slater
National Association for Equal Opportunity in Higher Education

longer be our first choice to give Americans the mobility they need. It's just too expensive and too damaging to our communities and our environment.

Instead, we've got to manage our transportation system better, and make more efficient use of our existing system. For example, automated controls enable our air traffic system to handle double the number of planes it could a generation ago.

In the future, technical advances such as "free flight" could help us handle even more air traffic. And new intelligent transportation systems can give our cities a third of the new highway capacity they need, without paving a single new lane.

These technologies can help us to maximize our transportation systems, but only if we have well-educated people to create and run them. That's why I'm so interested in improving the quality of our educational system and expanding access to it.

And that's why the Department of Transportation is investing record amounts in education, research, and technology development.

We've also made the most of President Clinton's 1993 executive order strengthening the federal commitment to HBCUs.

I'm proud of our response to the President's order. We now invest more than \$10 million in HBCUs, an amount we want to increase by more than 10 percent next year. That's funding research, fellowships, traineeships, and internships, and tuition assistance and scholarships.

North Carolina A&T, Morgan State, and South Carolina State all are funded through our University Transportation Centers program, ranking them with the finest research institutes in the country.

And, we've expanded our efforts to encourage more talented young people from underrepresented groups to pursue careers in transportation.

We have several programs underway, including our Eisenhower fellows and our FAA interns, who we hope will one day make careers at DOT. And the Coast Guard is here at this conference, recruiting prospective officers.

We're doing a great deal, both government-wide and within my Department. But if we're to succeed, we need your help. Partnerships are the key: we have the resources, and you have the expertise and talent.

I want to continue expanding our cooperation with HBCUs, and ask you to aggressively pursue opportunities to work with us on research projects.

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I hope you'll support our efforts to increase the HBCU alumni who work for my Department. That's why we've stepped up our recruiting efforts here. It's important that we have a Department that looks more like the American people -- from the bottom up, and from the top down. We can do that, together.

Finally, I ask you to support our education initiative: the Garrett A. Morgan Technology and Transportation Futures Program.

It's appropriate that this technology education program is named after the African American who was 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 to prepare 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 leaders in academia, 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 teachers, as mentors, as role models. We need you to help in schools and to provide opportunities.

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 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 this is all about.

It's an effort to create opportunity, and to give our people greater prosperity and a better quality of life. And it's 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 Dr. Edward B. Fort, Chancellor, North Carolina A & T University.)

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
COAST GUARD 208TH ANNIVERSARY CELEBRATION
WASHINGTON, D.C.
AUGUST 4, 1998

(Introduction to be made by Commandant James Loy)

Thank you, Admiral Loy, for that introduction -- and congratulations on your appointment as Commandant. We're looking forward to your leading the Coast Guard into the 21st century.

We're joined by Congressman Wayne Gilchrest -- the chairman of the subcommittee on Coast Guard and Maritime Transportation -- a strong voice for environmental protection -- and a very good friend of the Coast Guard.

We also have with us [*other Congressional acknowledgments to be added on site*].

Let me start by bringing you special greetings from President Clinton and Vice President Gore. Under their leadership, our nation is charting a new course, reinforcing our heritage as a great maritime power -- supporting our interests as the world's leading international trader -- and promoting safety as our highest maritime priority.

This restoration of our hallowed nautical traditions has increased our reliance on the Coast Guard to carry out its missions of protecting man from the sea, and protecting the sea from man.

Over the centuries, these two missions have remained constant, even as the duties required to carry them out have changed. Today's Coast Guard no longer pursues rumrunners or chases down coastal vessels to collect customs duties. Today's Coast Guard interdicts smugglers transporting illegal drugs and rescues desperate refugees on the high seas.

The way the Coast Guard performs its duties has also changed. The Coast Guard still saves thousands of lives each year, providing vital navigational services and carrying out search and rescue missions -- but instead of lighthouses it usually does so with the aid of global positioning satellites.

Entirely new duties have been created in recent decades -- protecting our marine environment and helping to build the navies of friendly emerging nations, areas in which the Coast Guard has established an international reputation.

The Coast Guard's ability to meet these changing demands is embodied in the words *Semper Paratus* -- "always ready." For 208 years the men and women of the Coast Guard have sustained our nation's seafaring heritage, "always ready" to protect America's mariners and to defend America's waters.

So today, as we celebrate the Coast Guard's anniversary, let me say that President and Vice President -- and I -- deeply value your service. We will work closely with Chairman Gilchrest and the other Members to ensure that our Coast Guard remains the world's premier maritime service.

Now, I know you want to hear Chairman Gilchrest, so I'm going to follow Franklin Roosevelt's advice to public speakers: be sincere -- be brief -- *be seated*. Thank you, and -- again -- congratulations on 208 remarkable years!

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Final
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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE WASHINGTON CENTER FOR INTERNSHIPS AND ACADEMIC SEMINARS
WASHINGTON, D.C.
AUGUST 5, 1998

(Introduction by former Secretary Card, currently a Washington Center board member)

Thank you, Secretary Card, for that introduction -- and for your work with the Washington Center.

More than ever, we need to attract the best and the brightest to careers in public service -- exactly the kind of young men and women who participate in the Washington Center's programs. I thank you for the chance to offer you my thoughts.

I'd also like to thank all of you for the turnout. We're always flattered when people come out to see us -- although sometimes it's for the wrong reason.

When he was Vice President, Walter Mondale once was thrilled to find a big crowd on hand at a small airport in Maine. Before he got up to speak, he turned to his host and said, "I'm really flattered. There must be two thousand people here."

And his host said, "Yup. This is the first time a plane this big has ever landed here, and everyone turned out to see if it would make it." *That's* the sort of thing which keeps us public officials humble.

Well, now that you're here, let me say that there's never been a time when opportunity was greater -- or when the ability to make the most of that opportunity was more important.

Two centuries ago, the poet Wordsworth wrote "Bliss was it in that dawn to be alive, but to be young was very heaven!" And that's how you should feel today. At the dawn of the 21st century, we live in a remarkable age of peace and prosperity.

Today, we're a nation at peace -- a nation without the prospect of global war for the first time in three-quarters of a century. You and the other members of your generation are growing up without the fear that you may never grow old.

And our economy is the strongest it has been in a generation, providing you with opportunities. While the latest reports released last Friday show that growth has moderated slightly, they also show that our economy continues to expand steadily.

Wages are rising. Investment and consumer confidence remain high. Unemployment and inflation remain low -- when was the last time anyone talked about the "Misery Index"?

At the same time, we have the first balanced budget -- and the first surplus -- in 29 years. Just a half-dozen years ago we had a \$290 billion deficit -- and now the arguments in Washington are about how to spend the surplus.

This is an age that makes it possible for us to imagine a new and better world -- and then to make it a reality.

But nothing about this new world is preordained -- nothing is guaranteed. And that, really, is how it should be. Our successes should be the result of our own talents and our own hard work -- our ability to meet the challenges we face, and to take advantage of the opportunities we find.

I know that you believe that -- it's the basis of all that you're doing to make the most of your own lives.

And I know that President Clinton believes it. That's why he has made investing in America's people a cornerstone of his presidency. And, in today's knowledge-based world, education is the most important investment we can make.

You all know that access to education is the key to the American dream. This is why the President has made possible the greatest expansion of support for education since the 1960s. He made student loans less expensive and easier to obtain.

He created HOPE Scholarships -- tax credits that effectively make the first two years of college universally available.

And he gave tens of thousands of young Americans the opportunity to perform community service while earning money towards college through AmeriCorps.

This year, the President wants to increase funding for Pell Grants.

He wants to support programs such as High Hopes, which would give younger students support services like mentoring and after-school activities that keep them on track for college.

And he wants to increase funding for work-study programs, enabling a million students to earn their way through college while supporting additional tutors for the outstanding "America Reads" initiative.

Now, you might be thinking: this is good, but why is the Secretary of Transportation talking about education?

Well, as Secretary of Transportation, I know that the transportation solution of the past -- build more -- more roads, more bridges, more airports -- can no longer be our first choice. It's just too expensive and too damaging to our communities and our environment.

Instead, we've got to manage our transportation system better, and make more efficient use of our existing system. For example, automated controls enable our air traffic system to handle double the number of planes it could a generation ago.

In the future, technical advances such as "free flight" could help us handle even more air traffic. And new intelligent transportation systems can give our cities a third of the new highway capacity they need -- without paving a single new lane.

These technologies can help us to maximize our transportation systems, but only if we have well-educated people to create and run them. That's why I'm so interested in improving the quality of our educational system and expanding access to it.

And that's why the Department of Transportation is investing record amounts in education and research.

We're providing funding for University Transportation Centers, which conduct research and provide financial assistance to students working towards careers in transportation.

Through other initiatives we fund fellowships, traineeships, internships, and tuition assistance and scholarships.

And, we have efforts to encourage more talented young people to pursue careers in transportation, including our Eisenhower fellows and our FAA interns.

I don't need to encourage you to make the most of these opportunities -- the fact that you're here -- taking advantage of the Washington Center's programs -- is evidence that you're already doing so.

But we do need your help to make a difference in the generation which follows yours -- today's grammar and high school students.

When we talk about educating tomorrow's workforce, much of the attention is paid to college students, and that's important -- you're America's immediate future.

But we know that the growing body of knowledge and skills required for most businesses and professions means that it's never too early to start.

That's why we want to make sure that all students have the academic background they need for the demanding curricula university education requires. That's why I created the Garrett A. Morgan Technology and Transportation Futures Program.

It's appropriate that this technology education program, which may make a greater difference in the lives of our children than any of our other initiatives, is named after the man who was truly the grandfather of transportation technology, the man who invented the automated traffic signal, Garrett Morgan.

This initiative challenges at least one million young students to develop their math, science, and technology skills to prepare for careers in transportation.

It also will foster the lifetime learning that will keep those careers growing as the transportation system changes rapidly.

We've made a good start: the Garrett Morgan program, in its infancy, has already touched the lives of 250,000 children across America.

That's impressive, but it's only a start. It's clear that the responsibility of helping these students, especially the younger ones, belongs to all of us -- not only to public officials or academics -- but also to those who currently are students.

You, as some of America's finest students, are especially well-equipped to help make the Garrett Morgan program a reality.

I know that you're all busy with your own studies and your work, but I hope that you can also find the time to go out to elementary and high schools here in Washington or in your home towns, and serve, for an hour a week, or whatever you can spare, as mentors, as role models, and as teachers.

I think you'll find the rewards of giving to this community well worth your time and effort.

You, as university students, are America's immediate future, but you also can help, *now*, to prepare the following generation. I hope you'll all consider doing what you can to inspire others to follow in your footsteps.

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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**REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL BUSINESS TRAVEL ASSOCIATION ANNUAL CONVENTION
ORLANDO, FLORIDA
AUGUST 5, 1998**

Good morning. Let me start by thanking this meeting's organizers: Mark Johnson and Norm Sherlock of the NBTA. They've arranged the kind of forum I envisioned when I called for a public dialogue on airline competition.

1998 is the 20th anniversary of airline deregulation, and that's a cause for celebration. Deregulation, and the competition it has spurred, has been good both for consumers and for airlines.

Fares are a third lower than two decades ago. Better, more frequent service is generally available. Airline profits are up for the third year in a row, with record profits likely again this year.

It wasn't always like this. In fact, when President Clinton took office in 1993, airlines had collectively lost \$10 billion in the preceding three years. But, thanks to the work of President Clinton's National Commission to Ensure a Strong and Competitive Airline Industry and the Clinton economic recovery plan, our nation and our airlines are strong again.

Competition has made air travel affordable and the airlines profitable. But competition only works if it's allowed to flourish. Today we see signs of declining competition which threatens to offset deregulation's benefits, and reverse the gains made by consumers. Business and short-haul fares already have risen substantially.

Why? Because some airlines may have used unfair pricing and capacity strategies to drive out competition, driving up fares and reducing accessible service to preserve profitable monopolies.

We don't want to re-regulate aviation. As Alfred Kahn, the father of deregulation, put it: "The eggs have been scrambled and cannot be put back together." But we do need to take action to ensure a level playing field. We need to preserve vigorous but fair competition -- the kind of competition which realizes deregulation's promise.

Congress has given us the authority to prevent unfair airline practices, but we've never formally used this authority to prohibit anti-competitive pricing and capacity strategies, nor have we ever formally defined unfair competition.

Secretary of Transportation Rodney E. Slater
National Business Travel Association Annual Convention

That's why, although informal efforts have been taken to address suspected anti-competitive practices, no action has previously been taken against an airline for unfair practices.

As you know, in April of this year I issued proposed pro-competitive guidelines, which Steven Okun, DOT's Special Counsel, will tell you about. The policy was issued as *proposed* guidelines because it's critically important to hear what the airlines, travel professionals, and the public have to say about this issue.

In announcing the policy, I called for a public dialogue on competition. We believe this will produce a clear and informed policy that preserves the benefits of competition and protects the interests of consumers and airlines alike.

Since I issued the proposed guidelines, we've received more than 4,000 comments, with more expected by the September 8 deadline. Let me offer my appreciation for the comments already received from the NBTA and from some of its members, including Ivan Michael Schaeffer of Woodside Travel Trust.

Although they've commented, I urge all of you to be a part of this dialogue. For us to issue the best possible policy, it's important that we hear from everyone, and so I look forward to hearing from each of you.

Let me close by recognizing one of your panelists, Chairman Jimmy Duncan of the House Aviation Subcommittee. He has been a strong advocate of improved access to our aviation system, and it's been my pleasure to work closely with him.

Thank you, and best of luck with your convention.

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TALKING POINTS ON THE COAST GUARD IN ALASKA
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ALASKAN TOUR
AUGUST 7, 1998

- * One of my mentors was George Haley, now America's Ambassador to Gambia and the brother of the late Alex Haley, author of *Roots*. Alex Haley was the former Coast Guardsman whose writings inspired millions of Americans, and we're honoring him by naming a Coast Guard cutter after him. The *Alex Haley* will be based here in Alaska -- in Kodiak -- beginning late next year.
- * On Alex Haley's gravestone are the words "find the good and praise it," and I've taken that advice to heart. With the Coast Guard, it's easy to find much good, and now I'd like to praise it.
- * President Clinton and Vice President Gore are restoring our hallowed nautical traditions, and that has increased our reliance on the Coast Guard to carry out its missions of protecting man from the sea, and protecting the sea from man.
- * In Alaska, which has the nation's largest fishing industry, the 2,200 Coast Guardsmen and women save lives by providing search and rescue services, often in dangerous conditions. Last year alone they saved 258 lives and more than \$20 million in property.

- * The Coast Guard protects Alaska's resources by enforcing laws against predatory fishing by foreign nations and illegal techniques such as drift net fishing. Last year the Coast Guard seized 19 foreign ships, including the Korean factory trawler *Cheog Yang Ho*, which was illegally fishing in our waters.
- * The Coast Guard also protects Alaska's environment by quickly responding to oil spills -- more than 500 last year alone, including the tanker *M/V Kuroshima*, which ran aground at Unalaska Island.
- * The Coast Guardsmen and women in Alaska serve under some of the most arduous conditions faced by any of America's uniformed services. Their ability to meet these demands is embodied in the words *Semper Paratus* -- "always ready." The men and women of the Coast Guard have sustained our nation's seafaring heritage, "always ready" to protect America's mariners and to defend America's waters.
- * This week I joined Admiral Loy in celebrating the Coast Guard's 208th anniversary. The President and Vice President -- and I -- deeply value the service that the Coast Guard provides, and will work to ensure that our Coast Guard remains the world's premier maritime service.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
COMMONWEALTH NORTH LUNCHEON ADDRESS
ANCHORAGE, ALASKA
AUGUST 7, 1998

Thank you, Senator Stevens, for that introduction. Thank you, Judge Hunt, for your welcome. I'm also glad to see Governor Hickel and Governor Sheffield with us. And I'm pleased to join you all here at Alaska's premier public policy forum.

During my confirmation hearing last year, Senator Stevens invited me to visit Alaska. Well, it's appropriate that Alaska's state flower is the Forget-Me-Not, because I haven't forgotten the Senator's invitation.

I'm thrilled to be here, touring this beautiful and wondrous state, and I want to thank the Senator for accompanying me. He's been a good friend of transportation, a devoted advocate for Alaska, and the best tour guide I could ask for.

The Senator has been telling me about the unique transportation needs of America's biggest state, a state with our nation's highest mountains and half of our coastline, a state in which boats and airplanes are used in the same way that cars are used elsewhere. Alaska's combination of booming cities, great distances, and rugged terrain presents challenges that are truly unique.

My trip is giving me the chance to see Alaska's needs first-hand. This morning I saw the Ship Creek rail facility, and this afternoon the Senator and I will join Mort Plumb in visiting Anchorage International.

Over the next couple of days I'll be riding the Alaska Railroad with Governor Sheffield, sailing on the Coast Guard cutter *Sedge*, taking an aerial tour of Alaska's volcanic region, and viewing pipeline and shipping facilities in Valdez.

One of my priorities is intermodalism, making different forms of transportation work well together. After the tour Senator Stevens has arranged for me, I doubt I'll find anyplace where intermodalism works better than right here in the Land of the Midnight Sun.

Intermodalism, in fact, transportation generally, is crucial to the smooth movement of people, products, and raw materials that powers our economy. This has never been truer than today, when we have a thriving economy, the strongest in a generation.

At the same time, we have the first balanced budget, and the first surplus, in 29 years. Just a half-dozen years ago we had a \$290 billion deficit, now the debate in Washington is about how to spend the surplus.

In fact, the President's deficit reduction plans have already cut the growth in the federal debt so much that the government owes \$1.7 trillion less than had been projected five years ago.

Secretary of Transportation Rodney E. Slater
Commonwealth North Luncheon Address

That's money that the government hasn't had to borrow, keeping down interest rates and increasing the pool of investment capital.

And businesses have invested this money well. While the latest reports released last Friday show that growth has moderated slightly, they also show that our economy continues to expand steadily. So far this year, economic growth has averaged a strong 3.5 percent, higher than under either of the two previous Administrations.

Wages are rising. Investment and consumer confidence remain high. Unemployment and inflation remain low, when was the last time anyone talked about the "Misery Index"?

This prosperity is widely shared across America. Here in Alaska, unemployment is down to 5.9 percent, from 8 percent when the President took office. More than 25,000 new, private sector jobs have been created.

Homebuilding has increased more than 17 percent annually since 1993, double the level over the previous four years. That has helped home ownership increase to a record 70 percent here.

Since the President took office, the federal government has been reduced to its smallest size in 35 years, while the private sector of our economy has grown by nearly 4 percent, also better than under either of the previous Administrations.

So this is growth the right way -- growth led by business investment and built on a firm foundation of fiscal discipline.

Prosperity and opportunity abound for the American people. Our economic foundation is solid. Our strategy is sound.

And this is only the start. We've now in a virtuous cycle, in which low interest rates spur investment, which in turn spurs more growth. Now, we just need to stay the course, to continue the strategies which have got us this far. We've got to continue the fiscal discipline which has created this virtuous cycle.

This means reserving every penny of the surplus until Social Security is reformed and strengthened. It means targeted tax cuts, which are fully paid for and do not spend any of the surplus.

It means continuing to open markets overseas. We're seeing real growth attributable to the trade agreements that the President has negotiated, including more than 60 international aviation agreements.

Secretary of Transportation Rodney E. Slater
Commonwealth North Luncheon Address

And it means continuing to invest in America, in education, in research and technology, and in infrastructure. These investments give us our competitive advantage over low-wage countries, and they are the foundation for future growth.

Our safe, efficient shipping gives our businesses an edge on the rest of the world. For example, in India exporters lose fully *30 percent* of their cost advantage because of poor transportation. Here, innovations like intermodalism and "just-in-time" shipping, which makes trucks and railcars into warehouses on wheels, help cut business costs.

Transportation also is a vital part of our economy in and of itself. More than a tenth of our Gross Domestic Product is generated by transportation goods and services, almost as much as food or health care. 10 million Americans depend on our sector for their paychecks.

Now, while I don't claim that what's good for transportation is good for America, I certainly *will* say that good transportation is good for America.

The President recognizes how vital transportation is, and he has increased transportation investment by more than 40 percent over the previous Administration's average. We're seeing real results from this investment, including the improvements in the condition of our roads and bridges and more transit capacity.

The new transportation bill that the Congress passed and the President signed earlier this summer continues this strategic investment. Called "TEA-21," this bill guarantees \$198 billion for highways, transit, and intermodal projects over the next six years. It also leaves open the door for up to \$20 billion in additional investment which can be considered as part of the annual budget process during the next six years.

We think that's a fair deal: it honors our commitment to the balanced budget and to other priorities, even as we increase our transportation investments.

President Clinton and this state's leaders recognize that Alaska is special, and that's why we've worked together to make sure that it receives the attention it needs, and deserves. The new transportation bill will give Alaska a record total of more than \$1.9 billion in highway funds over the next six years.

It also includes about \$60 million for the Alaska Railroad, about \$30 million for other transit and ferry service, and more than \$30 million for marine and port projects.

We're also taking steps beyond highway and transit improvements. This afternoon, Senator Stevens, Governor Knowles, and Mayor Mystrom will join me to announce airport improvements for Marshall and Noorvik.

*Secretary of Transportation Rodney E. Slater
Commonwealth North Luncheon Address*

We're maintaining our commitment to ensuring safe, efficient air service in Alaska. We're continuing Essential Air Service assistance to maintain lifelines to small communities that might otherwise lose service.

And we're evaluating Anchorage International's application for Airport Improvement Program funding. A decision won't be made for another few weeks, but I can say that Anchorage has submitted an impressive application and positioned itself well.

We're also working with Alaska's officials to continue the port and maritime improvements, such as dredging down in Knik Shoal, that you need to safely and efficiently ship oil and other products and resources. Together, these projects, highway, transit, rail, airport, seaport, will give Alaskans the safe, efficient transportation they need and deserve.

Let me close by saying that we're proud of the transportation policies and programs we've put in place during the past five years. We've never had such comprehensive, yet balanced, investment in our transportation system.

This progress also is a tribute to the responsible, bipartisan role Senator Stevens and the other Congressional leaders have played in transportation. TEA-21 and the other legislation Congress has passed give us the resources we need to make the transportation improvements Alaska, and America, needs.

We at DOT are proud of the partnerships we've forged during the past five years. We want to continue this cooperation, and so I'm looking forward to hearing your ideas about what we need to do.

I'm looking forward to the effort, and to the results, as we work together to build the transportation system America needs for the 21st century, a transportation system that not only improves safety and mobility but which also honors and advances our other national priorities.

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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**REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AIRPORT/TRANSIT IMPROVEMENT GRANTS
ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, ALASKA
AUGUST 7, 1998**

Thank you, Senator Stevens, for that introduction. During my confirmation hearing last year the Senator invited me to visit Alaska. Well, it's appropriate that your state flower is the Forget-Me-Not, because I haven't forgotten the Senator's invitation.

I'm thrilled to be here, touring this beautiful and wondrous state, and I want to thank the Senator for accompanying me. He's been a good friend of transportation, a devoted advocate for Alaska, and the best tour guide I could ask for.

I'm also pleased to see Governor Knowles and Mayor Mystrom, who have shown such strong leadership on transportation issues.

They and Senator Stevens have joined me to announce that President Clinton is awarding Alaska \$7.4 million in new federal transportation grants.

Safety is President Clinton's highest transportation priority, and these grants will make flying safer by building a new, bigger, more modern airport in Marshall and by improving snow removal on the runway in Noorvik.

These airport improvements also will help Marshall and Noorvik link up better with communities across the state, enabling better service, growth, and the jobs that growth generates.

We're also funding new buses and vans to help people from Anchorage to Barrow get to work, to schools, to health care. Much of this service will benefit the transit-dependent: elderly and disabled people, children, and others who rely on transit as a critical lifeline.

These investments are targeted at meeting the unique transportation needs of America's biggest state, one in which the airplane is used the same way that cars are used elsewhere, but also one which has critical needs for transit service. In fact, Alaska's combination of booming cities, great distances, and rugged terrain presents challenges that are truly unique.

I appreciate Senator Stevens' giving me the opportunity to see Alaska's needs first-hand. So far I've seen the Ship Creek rail facility and Anchorage International's passenger and cargo facilities. Over the next couple of days I'll be riding the Alaska Railroad, sailing on the Coast

Secretary of Transportation Rodney E. Slater
Airport/transit Improvement Grants

Guard cutter *Sedge*, taking an aerial tour of Alaska's volcanic region, and viewing pipeline and shipping facilities in Valdez.

One of my priorities is intermodalism, making different forms of transportation work well together. After the tour Senator Stevens has arranged for me, I doubt I'll find anyplace where intermodalism works better than right here in the Land of the Midnight Sun.

President Clinton and this state's leaders recognize that Alaska is special, and that's why we've worked together to make sure that it receives the attention it needs, and deserves.

The new transportation bill that the Congress passed and the President signed earlier this summer will give Alaska a record total of more than \$1.9 billion in highway funds over the next six years. It also includes about \$60 million for the Alaska Railroad, about \$30 million for other transit and ferry service, and more than \$30 million for marine and port projects.

We're also maintaining our commitment to ensuring safe, efficient air service in Alaska. We're continuing Essential Air Service assistance to maintain lifelines to small communities that might otherwise lose service.

And we're evaluating Anchorage International's application for Airport Improvement Program funding. A decision won't be made for a while, but I can say that Anchorage has submitted an impressive application and positioned itself well.

Let me close by again thanking Senator Stevens for inviting me up to Alaska, and thank Governor Knowles and Mayor Mystrom for their generous hospitality.

Now, I'd like to invite them to join me as I present the State of Alaska with two very big checks...

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**REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TRANSIT PASS EVENT
CHICAGO, ILLINOIS
AUGUST 11, 1998**

Thank you, Senator Moseley-Braun. I'm delighted to join you to celebrate a victory for America's cities: the transportation bill President Clinton recently signed. First, let me say to Chicago and to all of Illinois that, in Carol Moseley-Braun, you have an outstanding advocate in Washington. The new transportation bill gives Illinois record highway and transit funding, and that's in great part because of the Senator's efforts.

In Richard Daley, Chicago has one of America's most visionary mayors. Under his leadership, Chicago has transformed itself to meet our nation's economic challenges, proving once again that the City of Big Shoulders is the city that works.

I also want to acknowledge Addie Wyatt of the RTA's board, which has done so much to make Transit Check a reality... Valerie Jarrett, chair of the CTA's board, which makes Chicago one of America's great transit towns... And my friend Frank Kruesi, the CTA's president.

I said that Chicago works, and it works partly because of its outstanding transportation. Just as all roads led to Rome, so all railroads lead to Chicago. And advances from subways to Interstate highways to jet travel have kept Chicago on the move.

President Clinton knows how much transportation means to Chicago and to the rest of our cities, and so last year he proposed to give you the roads and bridges and transit lines you need. Two days after the President announced his transportation bill, I stood with Mayor Daley at a transit station here in Chicago as he endorsed it. And, with Senator Moseley-Braun's help, Congress passed the bill.

One of its key provisions helps working people in a very real way, increasing tax-free, employer-paid transit benefits to \$100 monthly. That will save money for commuters who ride transit.

And that leads to a *virtuous* cycle, in which more people ride transit. More revenues then let transit agencies hold down fares while improving service. That attracts still more riders, and the cycle continues. It's the opposite of the *vicious* cycle of increasing fares and decreasing ridership which transit agencies went through in the 1980s when they were neglected by the federal government.

Secretary of Transportation Rodney E. Slater
Transit Pass Event

President Clinton has changed all that. Not since Woodrow Wilson's administration have we seen as much new transit investment as we do today under President Clinton.

The new bill further increases this investment in America's transit systems, strengthening the economy and creating jobs in our cities. It will cut pollution and traffic congestion. And it will help people get off welfare rolls and onto payrolls by giving them rides to work.

This bill 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, better, more fulfilling lives.

Good transportation can do that. I'm looking forward to working with you to build the transportation system America needs for the new century -- a transportation system that will truly be the tie that binds.

We've made a great start so far during the 1990s: let's continue, together, into the 21st century. If we do, then our best days will truly be yet to come. Thank you.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
RESUMPTION OF AIR SERVICE BETWEEN DECATUR AND CHICAGO
DECATUR, ILLINOIS
AUGUST 11, 1998

Thank you, Senator Moseley-Braun. First, let me say to the people of Decatur that, in Carol Moseley-Braun, you have an outstanding advocate in Washington. You all know about frequent *flyers*, well, Senator Moseley-Braun has been a frequent *caller*. She regularly calls me and the other members of the President's Cabinet to champion your interests, with great success.

Today, it's a special pleasure to join you to celebrate the resumption of direct air service between Decatur and Chicago. I want to thank Senator Moseley-Braun and Doug Voss of Great Lakes Aviation, who worked to restore service.

I also want to recognize the efforts of Senator Dick Durbin and Congressman Glenn Poshard, who were instrumental in restoring service.

The agreement they've reached underscores the importance of continued air service to America's heartland.

What railroads did for the 19th century, and what the Interstate highways have done for this century, air service will do for the 21st century. It will be the tie that binds, linking our nation and the entire world and generating growth and jobs. And that is why President Clinton has made aviation one of his top transportation priorities.

Decatur's leaders have the foresight to look ahead, to prepare for the new century, and we in the Clinton-Gore Administration are taking steps to help you do so.

The Gore Commission has acted to make air travel safer and more secure.

The President's policies have helped to restore the airline industry to profitability.

We've entered into more than 60 agreements to expand air service with other nations.

We've invested in our airports and other aviation systems and facilities.

And we've proposed a new policy to promote competition and keep down air fares. Great Lakes Aviation's action today is consistent with the spirit of our proposed policy. It will ensure greater choice and better access to the air travel system for the people of Decatur.

Secretary of Transportation Rodney E. Slater
Resumption of Air Service Between Decatur and Chicago

It's a pleasure to see what can be achieved with dynamic local leadership, and the support of national leaders like Senator Moseley-Braun.

This step 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, better, more fulfilling lives.

Good transportation can do that. I'm looking forward to working with you to build the transportation system America needs for the new century, a transportation system that will truly be the tie that binds.

We've made a great start so far during the 1990s: let's continue, together, into the 21st century. If we do, then our best days will truly be yet to come. Thank you, and, again, congratulations!

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**REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SPRINGFIELD AIRPORT GRANT
SPRINGFIELD, ILLINOIS
AUGUST 11, 1998**

Thank you, Senator Moseley-Braun. First, let me say to the people of Decatur that, in Carol Moseley-Braun, you have an outstanding advocate in Washington.

You all know about frequent *flyers*; well, Senator Moseley-Braun has been a frequent *caller*. She regularly calls me and the other members of the President's Cabinet to champion your interests, with great success.

It's a pleasure to join you to celebrate the future of the Springfield Capital Airport. Springfield's leaders have the foresight to look ahead, to prepare for the new century, and we in the Clinton-Gore Administration are proud to be your partners as you do so.

What railroads did for the 19th century, and what the Interstate highways have done for this century, airports will do for the 21st century. They will be the tie that binds, linking our nation and the entire world. And that is why President Clinton has made aviation one of his top transportation priorities.

We have a solid record of accomplishment. The Gore Commission has acted on the President's highest transportation priority: making air travel safer and more secure.

The President's policies have helped to restore the airline industry to profitability.

We've entered into more than 60 agreements to expand air service with other nations.

We've proposed a new policy to promote competition and keep down air fares.

And we've invested in our airports and other aviation systems and facilities.

Today, we're taking the next step right here in Springfield. I'm pleased to announce that we're awarding Springfield \$2.5 million for airport improvements. They'll pay for runway rehabilitations and new perimeter road that will make this airport even safer and more efficient.

This is also just one of just a handful of innovative financing projects nationwide, part of the Clinton-Gore Administration's attempt to bring common sense to government.

Secretary of Transportation Rodney E. Slater
Springfield Airport Grant

Typically, airports must save up money for projects, which delays work. We want to change that by giving you the flexibility to use financing strategies already common in leading businesses.

By using this grant to support borrowing, Springfield will be able to start work faster and complete the entire project this year. That will let you realize its benefits faster and avoid delays which would make it more expensive. By doing so, you'll become a role model for other airports around the country.

This is the latest in a series of grants to Springfield now totaling over \$13 million since President Clinton took office.

These grants have upgraded Springfield's airport, giving it the capacity to become an even more important player in the regional, and national, economy. The result will be more growth and more good, high-paying jobs.

It's a pleasure to see what can be achieved with dynamic local leadership, the support of national leaders like Senator Moseley-Braun, and the commitment of federal financing to complete the job.

This grant 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, better, more fulfilling lives.

Good transportation can do that. I'm looking forward to working with you to build the transportation system America needs for the new century, a transportation system that will truly be the tie that binds.

We've made a great start so far during the 1990s: let's continue, together, into the 21st century. If we do, then our best days will truly be yet to come. Thank you.

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**TALKING POINTS
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
REGION 5 ONE DOT EVENT
CHICAGO, ILLINOIS
AUGUST 11, 1998**

- * Today, I'd like to follow up on our March meeting on ONE DOT. At that meeting we met with other senior officials to exchange ideas and to explore intermodal partnering opportunities. We recognized that many of our goals cut across the traditional modal boundaries. For example, improving safety at highway-rail grade crossings requires cooperation between NHTSA, FRA, FTA, and FHWA.
- * That "Partnering for Excellence" meeting launched us on the path to greater cooperation in making our strategic and performance plans work. Congress may have ranked these plans as the best in government, but it's the results they produce -- and not the plans themselves -- which matter in the end.
- * We need to become ONE DOT, capable of acting in an integrated, purposeful way to achieve our strategic goals. We need to be more like a single Department, rather than a collection of separate agencies.
- * We want to achieve this without the dysfunctional side-effects of the typical "realign-the-boxes" reorganization. That kind of reorganization would have disrupted each operating administration's internal and external relationships -- its traditions -- and its sources of strength.
- * Instead, we're looking for ways in which greater coordination and cooperation will help to achieve goals held in common by one or more operating administrations. We're making this focus on results and on teamwork part of our corporate culture

- * We've followed up on that conference with three meetings with our SES staff, all emphasizing increased partnering. We've seen some early successes -- for instance, NHTSA and the FAA worked with Delta Airlines to promote the use of seat belts both on planes and in cars.
- * Here in Region 5, Team Great Lakes already has made exemplary progress through your ONE DOT Partnership Commitment. I've heard about your successes in areas as diverse as the Garrett Morgan program -- welfare-to-work implementation -- and the establishment of a Chicago metropolitan office.
- * I'm interested in hearing more about other success stories, such as greater cooperation in air quality conformity determinations -- your railroad grade crossing task force -- the FAA's technical assistance to MARAD's computers -- the reinvention of Great Lakes tug crewing regulations -- enhanced Seaway inspections -- and cooperation in international icebreaking.
- * Last week I was pleased to hear Joel Ettinger speak to the attendees at our senior leadership retreat. He affirmed your commitment to excellence in service and to making the ONE DOT concept a living reality. You in this region understand our vision as well as -- if not better than -- anyone else in DOT, and you're well on your way to achieving great things.
- * Let me close by saying that our coins have stamped on them the words "E Pluribus Unum" -- "out of many, one." This could just as well be the motto for ONE DOT, integrating what had been a collection of agencies with specific missions and unique histories into an instrument that can better achieve a shared goal of serving the public in areas that count. I want to thank you for stepping up to the plate, and wish you continued success.

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SECRETARY OF TRANSPORTATION RODNEY E. SLATER
RADIO ADDRESS ON DRUNK DRIVING
AUGUST 13, 1998

Good Morning. For many Americans, August is a time for vacation. Families are packing up their cars and taking to the open road to see America. Unfortunately, with more travelers putting more time on our roads, the chance for accidents goes up, as well. Every parent who has ever strapped a child into a car knows the nagging fear of running into a drunk driver on the road.

For more than a generation, drunk driving has been one of America's greatest public health and safety challenges. Today, I have some encouraging news to report about our efforts to protect all Americans from drunk drivers: Last year, the number of people killed in alcohol-related crashes dropped to an all-time low, representing a decline of nearly a third since 1986. For the first time since we started keeping track in 1975, drunk driving deaths accounted for less than 40 percent of all traffic deaths.

A decade ago, few people thought we would ever be able to lower drunk driving simply by strengthening our laws, toughening enforcement, and raising public awareness. Well, we took on the drunk drivers and we are winning. Thirteen years ago, we raised the national drinking age to 21. In my 1994 Crime Bill, we put tough new penalties on the books for people who drive drunk with children in their cars. We also made it easier for states to prosecute anyone who drives under the influence of drugs or alcohol. Three years ago, we made it illegal for anyone under 21 to drive with any measurable amount of alcohol in their system. We gave notice that America would have zero-tolerance for teenage drinking and driving, telling our young people: Just one drink before driving -- one beer, one glass or wine, one shoot -- could land you in jail. Today, all 50 states have made zero tolerance the law of the land.

All these efforts have saved thousands of lives. But we still have much to do. Ask any parent, any family, anyone who has ever lost a loved one to an alcohol-related crash -- one drunk driver is one too many. That is why I am committed to setting a national drunk driving standard of .08 percent blood alcohol content. No one will ever doubt that a person with .08 blood alcohol content is unfit to drive after meeting Brenda Frazier. This Spring, at the White House, she told how her nine-year old daughter Ashley was struck and killed by a car while waiting for her school bus. The driver's blood alcohol content: .08 percent.

I was very disappointed when Congress bowed to the special interests and killed this life-saving measure this Spring. Lowering the legal limit works. One study has shown that, if every state adopted a .08 law, we could save another 500-600 lives each year.

Last March I asked Secretary of Transportation Rodney Slater to develop a plan to make .08 the legal limit on federal property, from national parks to military bases, so that the federal government can lead the way in making a lower limit the law of the land. I have received a report from Secretary Slater informing me that we are well on our way to making that plan a reality.

But every one of us must take responsibility. It was only through the grassroots efforts of groups such as Mothers Against Drunk Driving that our tough laws are now on the books. We must keep working together. I call on community groups and businesses to work with me to pass the .08 law and raise awareness about drunk driving. And I call on every American to stop and think every time you've had a drink before getting behind the wheel. Hand over the keys to a designated driver.

Together, we can spare thousands of families from the grief and anger of losing a loved one to preventable drunk driving crash. Together, we can make our roads, highways, and communities safer for the 21st Century.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TRANSPORTATION EQUITY NETWORK MEETING
CHICAGO, ILLINOIS
AUGUST 12, 1998

Thank you, Mrs. Lillian Barrett, for that introduction. When I met with the Metropolitan Alliance of Congregations this past April, I promised to return to Chicago for this meeting. I'm glad to be able to keep that promise, and I want to thank the Transportation Equity Network for inviting me to speak to you tonight. I also want to thank Dave Beckwith and the Center for Community Change for hosting this event.

Tonight is a night for celebration, and you celebrate among friends. And so tonight we have some very good friends with us...Senator Moseley-Braun, who has been an outstanding advocate in Washington, not only for Illinois but for all Americans who depend on equitable access to our transportation system...and Senator Wellstone, who has been a progressive voice in the Senate, speaking up for the dispossessed and the disadvantaged.

Tonight we celebrate a victory, a victory for opportunity, a victory for community. *This is your victory*, you, who worked so hard for a transportation bill that wasn't just about concrete, asphalt, and steel. Working together, we have produced a bill which puts people first.

Six years ago, I crossed the country with then-candidate Bill Clinton. His campaign was guided by one principle: *putting people first*. Everything he called for, everything he stood for, was based on that belief.

Over the past half-dozen years we've seen that campaign principle translated into policies and programs that improve people's lives. And today America is a better, fairer country than it was six years ago.

The economy is in the best shape in a generation. We have low unemployment and low inflation. We have the fastest growth in real wages in more than two decades. And this prosperity is more widely shared than it was in the past: wages are rising, and joblessness is decreasing, across the board.

We have initiatives that make a real difference in people's lives: a higher minimum wage, expanded health care protections, increases in Head Start, and new initiatives such as family leave and AmeriCorps. We have all of these things because we have a President who puts people first.

And we've put people first in transportation. TEA-21 reflects our shared view 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, better, more fulfilling lives.

I learned that myself growing up in Marianna, Arkansas, when a new highway was built and my mother was able to get a job in a new factory. She earned more than my step-father could, even though he was holding down five jobs. *I know the value of transportation.*

And so I have kept this *powerful* truth in mind: transportation is the tie that binds, bringing us closer as a people. When we invest in roads and transit lines, we enable people to travel safely to work, to school, to church, and we empower them to make the most of the opportunities our nation offers. TEA-21 helps us to do this, giving us record highway and transit investment.

It does this while honoring our commitment to the President's other priorities, such as schools, child care, and health care. We can continue to invest in our people even as we invest in our infrastructure.

The new transportation bill does give us record investment in America's infrastructure, but it's about more than money, as important as that is. It's going to support more than a million jobs, *good*, high-paying jobs, and it expands the circle of opportunity.

President Clinton's policies and the strong economy have created 16 million new jobs. We need to make sure that welfare recipients and other low-income families can break the cycle of dependency and make the most of these opportunities.

Welfare recipients and other low-income people can't go to work if they can't get to work, so TEA-21 authorizes \$750 million for the President's program to help them get to where the jobs are. It makes transportation the "to" in welfare-to-work.

The new bill also expands training opportunities. States can now reserve slots for welfare recipients in federally-funded on-the-job training programs. TEA-21 expands them to include training for the technology fields which are revolutionizing transportation.

We require an inclusive planning process for projects receiving federal transportation funds so that consensus can be reached on what makes sense for each community. TEA-21 further spells out the need to make this process more inclusive, requiring that transit users be included.

And we're making sure that small, minority- and woman-owned businesses have a fair chance to compete and succeed. These firms generate the majority of new jobs and growth in their communities, and they serve as incubators of talent and innovation.

Secretary of Transportation Rodney E. Slater
Transportation Equity Network Meeting

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 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.

You deserve great credit for your hard work on these measures. Your efforts were crucial to passing a transportation bill which puts people first, which increases opportunity for all Americans. I thank you for your support and your hard work.

Now, let's take the next step: following through. Although TEA-21 is now law, many of its provisions have to be implemented through regulations and policy statements. We're proud of the partnerships we forged in passing TEA-21, and we want to continue this cooperation as we implement TEA-21. So we want your views, and the views of all our partners, on how best to make TEA-21 a success. We're holding a series of regional meetings to hear your view.

The next one in this region will be in Detroit on August 27. We're also planning a session here in Chicago during October, focusing on access to jobs. I hope you'll make plans to attend one or both of these, and continue to make your voices heard.

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

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

We've made a great start in this decade. 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 truly yet to come. Thank you.

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8-14-98

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Video script for A. Phillip Randolph Institute 29th Annual National Educational Conference.

SCRIPT

I'm delighted to add my welcome to the 29th Annual Education Conference of the *A. Phillip Randolph Institute.*;

When **A. Phillip Randolph** and **Bayard Rustin** founded APRI more than three decades ago, they were committed to an idea—the idea that racial equality cannot be separated from economic justice.

They also knew something else:

Those who would work for justice need to master the tools that help create a climate for justice.

...That's why you come to these annual conferences. You're here to learn the skills and techniques you will need to get the job done right.

...We in the Administration are especially pleased that one of the skills for justice you work on every year, is how to 'get out the vote.'

As my colleagues have already alluded to in their messages, the President is strongly committed to the ideals of the A. Phillip Randolph Institute.

What does his commitment specifically mean in the area of transportation?

...What it means is that we must take vigorous steps to insure physical access to jobs.

More than half of all trips taken on mass transit in this country are to or from work.

This Administration's response? ...\$41 billion for mass transit in the transportation bill President Clinton signed on June 9th.

Transportation is also the "to" in welfare to work.

...That's why the transportation bill allocates \$750 million in funding to 'Access to Jobs' and 'Reverse Commute' programs, targeting folks trying to make the transition from welfare to work.

... The bill's provisions for Disadvantaged Business Enterprise also assures the continued participation of small, disadvantaged businesses in our D.O.T. surface transportation projects.

This provision also continues important labor protections, such as the Davis-Bacon Act.

These programs are basically “nuts & bolts.” They help the poor of any color to get access to jobs right now.

As important as these efforts are, I believe we are called to do more. What about the long-term prospects for blacks in the transportation industry?

The answer, I believe, has to be education.

That’s why President Clinton signed an executive order strengthening the federal commitment to Historically Black Colleges and Universities, shortly after he took office.

And that’s why we, at the Department of Transportation, are investing record amounts in education and research programs.

...Programs like University Transportation Centers on college campuses, which conduct research as well as providing financial assistance to students working towards careers in transportation.

But perhaps my favorite is the *Garrett A. Morgan Technology and Transportation Futures Program* we announced last April.

It's named for Garrett Morgan, the African-American who invented the traffic signal early in this century.

We're citing him as an example to encourage young people to consider the possibility of a career in transportation.

By working with the private sector and educational institutions, we hope to get this message out to one million students.

We're off to a good start. As of Wednesday this week, my staff tells me, we've already gotten the message out to more than *294 thousand* young people.

A. Phillip Randolph and Bayard Rustin knew about the possibilities that knowledge can create.

...But you already knew that. That's why you're here.

...Welcome—and have a great conference!

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