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# News:

U.S. Department of
Transportation

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TEA 21 MID-ATLANTIC LISTENING SESSION
SEPTEMBER 8, 1998
HARRISBURG, PENNSYLVANIA

We are here to listen and to learn. Many of us worked long and hard so that President Clinton could sign into law America's new, six-year highway and transit program. It is a great achievement. It is the largest such package ever passed by the Congress, and it will pump some $200 billion into communities across the country.

It will have a profound effect on our nation not for just the next 6 years, but for the next 60. So it is vitally important we hear from you, our customers, as we roll up our sleeves and get to the business of implementing this new law.

Clearly, President Clinton is very pleased with it. It includes his core proposals. It is fiscally responsible. And it gives us the resources to prepare our transportation system for the global economy of the 21st century.

And we want to be sure we work together. Your continued support is invaluable in this effort. Tell us where you think we may need to adjust programs, and how. Tell us about local priorities. Tell us how we can make the new access to jobs program work best to help move more people from welfare to work. Tell us how we can most effectively implement the new anti-drunk-driving programs and other critical safety efforts. Tell us about the changes in the environmental and enhancement programs.

And above all else -- and I'll close on this -- let us not forget that what we are doing here is about more than concrete, asphalt, and steel. It is about people. It is about getting them to school, to work, to play. It is about giving them opportunity to succeed.

This is our task today. This is how we will assure that our best days are yet to come.

Thank you very much.

# # # #

U.S. Department of
Transportation

# News:

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

U.S. DEPARTMENT OF TRANSPORTATION
STATEMENT BY SECRETARY RODNEY E. SLATER
REGARDING MEETING OF PARTIES TO NW AIRLINES STRIKE
SEPTEMBER 1, 1998
WASHINGTON, D.C.

At the request of the President, I met this afternoon with the parties to the Northwest Airlines strike. I must emphasize that this meeting was not a resumption of negotiations, but an attempt to determine what it would take for negotiations to resume.

The Northwest pilots were represented by Steve Zoller, chairman of the Master Executive Council, Northwest Airlines was represented by Northwest president John Dasburg. Also joining us, were Randy Babbitt of the Airline Pilots Association and Ben Hirst, representing Northwest Airlines.

I emphasized, to both parties, the President's concern about the impact this strike is having on the economy of specific regions of the country and upon the flying public. I asked both parties to get beyond whatever factors had led to break off of negotiations and requested them to consider whether further discussions would be productive--and the parties agreed to do so. I committed to communicating their positions to the Federal Mediator tonight, with my recommendation that she engage the parties in discussion.

I also emphasized that it remains the President's view that "it is up to the negotiating parties to reach an agreement" without federal intervention at this time.

I appreciate the willingness of both Northwest Airlines management and pilots to respond to the President's request to meet with me. I believe our conversations were helpful.

I will keep the President apprised of these developments. The President and I continue to hope that a satisfactory agreement meeting the essential needs of both sides will be reached soon. Such an agreement would be in the best interests of both parties and of the American people. Thank you.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. OPEN ARTHUR ASHE KID'S DAY LUNCHEON
AUGUST 29, 1998
NEW YORK, NEW YORK

draft 1 -- (by Scott) -- 4 minutes
***(Note: you are to speak briefly to an audience of 200. Open press.)***

Thank you. I am delighted and honored to be here today.

Now, you may be wondering why the Transportation Secretary is here. Well, for one, I am a big tennis fan. I also love children. I spend a lot of my time working with our youth, helping them develop a strong sense of self, helping them get good educations, encouraging them to grow into responsible adults.

I believe as Arthur Ashe did, and many of you do, that we cannot afford to waste a single life. Nurturing our youngsters must be our highest priority.

And keeping our kids safe is my highest priority at the Department of Transportation. Sadly, traffic accidents are the number one killer of America's youth (not drugs, not violence). This should not be so.

We have a very active campaign to reduce traffic fatalities, which is why I am here today. I want to enlist your support in helping us get drunk drivers off the road; to stop people from running red lights; to get people to buckle up.

Some of you already are helping: the Jensen brothers -- Luke and Murphy -- recently joined our "Network of Champions" and I hope they will soon be appearing in Public Service Announcements and participating in other events.

I hope we can sign on more of you. I know it is not as exciting as watching the U.S. Open but if kids hear tennis stars saying it is cool to wear a seat belt, they will think so too.

Today, two in three Americans buckle up. If we can make that three in three, we could save thousands and thousands of lives every year. And that is what President Clinton wants to do with his Buckle Up America campaign.

So, join us in this effort. Let's get all Americans to buckle up and save a life.

Thank you very much.

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5.90

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
1998 UNITED WAY KICKOFF LUNCHEON
SEPTEMBER 9, 1998
WASHINGTON, D.C.

Draft 2 -- (by Steve) -- 4 minutes
**(This is a United Way, and not a CFC, event. The audience includes: United Way officials; CFC officials; "celebrity guests," including athletes and media/business figures [the new chairman is WJLA-TV's station manager]; and Melissa Allen. Open press.)**

* On behalf of the 1998 Combined Federal Campaign of the National Capital Area, I'm delighted to join you for this year's United Way Kickoff Luncheon.

* In 1993, President-elect Clinton encouraged those of us in his new Administration to be part of the community in which we live and work. So I was honored when the President me to chair last year's CFC campaign.

* 1997 turned out to be a banner year for the CFC -- more than half of all federal employees in the national capital area contributed, and we were able to raise a record $38,165,000.

* I am even more delighted to have been asked to once again chair the CFC campaign this year. During the year I had the good fortune to visit several of the organizations our United Way/CFC gifts support and see the good they do.

* Let me offer an example or two: I observed 50 of my fellow Transportation Department employees serving as volunteers at the Capital Area Food Bank; I held little

children at Grandma's House; and I, myself, was able to join 30 wonderful senior citizens in activities at the Downtown Clusters Geriatric Day Care Center.

* I actually do believe "It All Comes Back to You." I believe that giving does come back to us -- through a stronger community, healthier children, and hope for the future.

* Whether through CFC or the United Way Campaign, we have an obligation to give back, to build an even better place than the beautiful community that has been given to us.

* So, thank you for this opportunity to participate in making a difference!

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
COMBINED FEDERAL CAMPAIGN KICKOFF
SEPTEMBER 10, 1998
WASHINGTON, D.C.

*DRAFT 1 (by Steve Hallmark)*
*(Introduction by Melissa Allen proceeds)*

**"it all Comes Back To You."**

Thank you, Melissa.

As I look out at your smiling faces, I can't help but feel incredibly grateful to be here. Actually, I feel incredibly grateful to be alive.

It may be commonplace to say it, but it really is true: each and every day that we live is a precious gift we enjoy only by the grace of God.

And, in my way of thinking, the work we are here to celebrate today, is truly God's work.

**<pause>**

With your permission, I would like to depart from my prepared remarks to share a few personal thoughts with you about an experience I had yesterday.

Not every day is a day of celebration.

At the request of the President...at this time yesterday...I was on my way to Halifax, Nova Scotia, to represent the American people at a memorial service for the victims of Swissair Flight 111.

It was both a sobering and a humbling experience.

In the end, it really does not matter whether we were male nor female...black or white...old or young...American ...Canadian...Swiss -- or any other nationality.

It definitely does not matter whether we were rich or poor.

With respect to our mortality, we are all alike.

I'm not saying this to make you sad, or to bring down the mood here in Constitution Hall. However long it lasts, life is beautiful. To be reminded of our mortality is to be reminded of our responsibility to celebrate life while we can.

But I needed to let you know what I was doing yesterday, so that you would know where I am coming from today.

Yesterday, I mourned with those who mourned; today I am here to rejoice with you in our ability to make a difference for the living.

And reaching out to the living is precisely why we are all here today.

We are here to commit ourselves to this year's Combined Federal Campaign because we *know* we can make a difference!

We can reach out to the less fortunate. We can build up our community. We can improve our schools. We can make the arts part of our daily life. We can protect our environment and we can enrich our children's lives.

We know we can make a difference because we *have* made a difference. Last year we raised more than $38 million in the Washington area CFC. More than half of all of our co-workers contributed to the campaign. And you made it happen!

This year we plan to do even better. We have set a campaign target of $39 million -- a target I know we can reach.

Shortly before taking office, President-elect Clinton took a walk down Georgia Avenue to meet with the community. Afterward, he asked each one of us who had agreed to join his new administration, to make a commitment to participate fully in the life of this city. For me, participation in the CFC is a major part of honoring that pledge.

I know that each one of you is equally committed to this community. I have already met with many of you who are Vice Chairs of the campaigns at your work-sites. So let me use the opportunity of this larger gathering to once again thank you, specifically, for your commitment. We are counting on you.

To the rest of you, let me say that I have received personal pledges from many of your leaders to champion a strong campaign. I have faith that you're going to produce outstanding results. You definitely have our support.

I know it isn't easy to ask people for contributions. Yet our success in reaching our goal this year will depend upon our ability to increase employee participation.

When you talk to people, just remind them that "It All Comes Back to You." The real lesson of tragedies like Swissair 111, is that any one of us could find ourselves suddenly in need of support from those around us.

And even if, God willing, we never find ourselves in need of direct support from one of the many fine social service agencies supported by CFC, all of us benefit when these agencies are well funded.

It all <u>does</u> come back to us, ultimately, in a stronger community, healthier children and hope for the future.

Each day of our lives is a gift. And through the CFC, we all have a chance to give just a little bit back.

It all comes back to you. Thank you for your support.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SWEARING IN CEREMONY FOR U.S. AMBASSADOR
TO GAMBIA GEORGE WILLIFORD BOYCE HALEY
SEPTEMBER 11, 1998
WASHINGTON, D.C.

George Williford Boyce Haley and I have at least one thing in common: we both -- dare I say it -- have "roots" in Arkansas.

In my case, I was born there. In George's case, he was 13 when he moved to Pine Bluff, where his father was teaching at Arkansas AM&N, now the University of Arkansas at Pine Bluff.

Some years later...after serving in the United States Air Corps for three years at the end of World War II...and attending Morehouse College in Atlanta on the GI Bill...George returned to Arkansas to attend law school.

When George arrived, he had to sit in the corner, separated from the white students. He will tell you that the two African-American students who preceded him were treated even worse, but I am glad to report that those who followed him, just one year later, attended desegregated classes.

George, in other words, was a pioneer. He overcame prejudice and other obstacles to move on to an illustrious legal and political career. An unusually bipartisan one, I might add: he held positions in the Nixon, Ford, Carter and Bush Administrations before serving the Clinton administration by continuing as a member of the U.S. Postal Rate Commission.

When George came up for confirmation as United States Ambassador to Gambia last June, the *Arkansas Democrat-Gazette* made note of the fact that I personally attended the Senate session that confirmed him.

However, if anyone were to draw the conclusion that it was I who had taken a strong personal interest in George Haley's career, they would have the story completely backward.

I am more just than interested in his career -- I am *fascinated* by it. But, just to set the record straight, it was George who first took a strong interest in *me* -- and not just my career.

For most of my adult life, George Haley has been my mentor. And what a rich tradition of wisdom and counsel he has been able to share with me.

His official biography states that he is a graduate of Morehouse College in Atlanta.

What that biography does not mention that he, too, had a mentor -- Morehouse College President Benjamin Mays.

I cannot tell you how many times George has told me that, second only to his dad, Mays is the person who most influenced his life.

To this day, George carries two Benjamin Mays quotations around in his wallet. I know this, because he has shown them to me. More than once, I might add.

One reads, "It must be borne that the tragedy in life does not lie in not reaching your goal, but tragedy lies in having no goal to reach."

The other conveys a similar sentiment and reads, in part, "Not failure, but low aim, is sin."

George Haley has never aimed low.

I count as one of the high points of my life the moment last year, during the President's mission to Africa, when he and I stepped from the plane together, during a refueling stop in the Cape Verde Islands.

At that precise moment, he and I had both returned to our roots. For the first time, we stood on African soil side-by-side.

As Ambassador to Gambia, George Haley will be serving in Kunte Kinte's native land. Some might say that he is going home.

It is now my privilege and distinct personal honor to introduce a fellow Southerner who really "gets it."

A man with a deep understanding of history and a profound personal empathy with people in all walks and stations of life

One who is fit to preside at this solemn administration of the oath that George Williford Boyce Haley is about to take:

Ladies and Gentlemen, the Vice President of the United States...

# # # #

U.S. Department of Transportation

# News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
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FOR IMMEDIATE RELEASE
Thursday, September 10, 1998

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

## STATEMENT OF U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER ON SETTLEMENT OF NORTHWEST AIRLINES PILOTS' STRIKE

I applaud the pilots and management of Northwest Airlines for the hard work that has led to the agreement now in place for approval.

This is good news for the pilots, other employees and management of Northwest, but it is also very good news for all Americans who fly our nation's airlines. This proposal demonstrates that the collective bargaining process can work well when both sides are committed to resolving their differences. I also was to commend the outstanding efforts of federal mediator Magdelena Jacobsen and Deputy White House Counsel Bruce Lindsey to bring the parties together.

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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
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PRESS CONFERENCE ON ADVANCED AIR BAG RULE
SEPTEMBER 14, 1998
WASHINGTON, D.C.

Safety is President Clinton's highest transportation priority and today's Advanced Air Bag proposal significantly raises the bar on safety. We are building from strength to strength on the three-year comprehensive plan that the Department of Transportation has undertaken to maximize the benefits of air bags and minimize their risks. The rule is designed to take full advantage of the ground breaking technology that is just around the corner to better protect the lives of child, infant and adult passengers.

Under our proposal, auto manufacturers will be required to install 21st century air bag technology in all new cars and light trucks on an incremental basis beginning September 1, 2002. By the fall of 2005, the new technology must be installed in all new vehicles.

I want to stress that for the vast majority of passengers air bags are safe They increase the chance of surviving a frontal crash without serious injury or death by 25 to 30 percent. Air bags have already saved nearly 3,500 lives. Once all vehicles on the road are equipped with air bags, they are expected to save an additional 3,000 lives every year.

6+9 But, again, let me use this opportunity to offer a reminder that children 12 and under should not ride in the front seat where an active air bag is located, infants should always be secured in an infant seat in the back, and all occupants should wear a seat belt. A seat belt and a properly used air bag is still the best safety system in your car.

But let me just address several major points. First, it restores full scale barrier testing. We believe this is the most accurate way to ensure the highest levels of safety for vehicle occupants. Second, it makes use of a new family of crash dummies and injury-testing protocols designed to more accurately represent

-more -

a wide-range of real-world crash environments. Finally, the deployment of advanced air bags will also eliminate the need for "on-off" air bag switches, which we adopted as an interim step in our comprehensive effort late last year.

This is a flexible, performance-based rule, leaving significant advanced air bag system design choices up to manufacturers. Installation costs are expected to be reasonable, ranging from $22 to $162 per vehicle.

Advanced air bags will only deploy in crashes where their life-saving benefits are required, avoiding an estimated average of $158 in property damage per vehicle. But what is ultimately at stake here, is not per vehicle costs or cost savings. What is at stake is safety and the protection of millions of Americans. Taking advantage of, as I said, ground breaking technology that is just around the corner, Americans will soon be able to have the safest, most effective air bags available in the world. Building from strength to strength, we have raised the bar on safety.

# # ##

CLOSING REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WELFARE TO WORK TRANSPORTATION SUMMIT
SEPTEMBER 14, 1998
WASHINGTON, D.C.

ACKNOWLEDGE SUMMIT ORGANIZERS, SUPPORT TEAM

ACKNOWLEDGE PARTICIPANTS

Thank you for taking these first steps toward finding transportation solutions for those seeking to move from Welfare to Work .

I hope you were inspired by what you heard today to redouble your efforts to not only identify solutions, but to put them into practice. Monque and countless thousands in similar straits are depending upon you for answers.

I also hope that you will come away committed to having your organization help implement the President's welfare initiative in your current and future hiring programs.

The ideas and suggestions you worked with in your focus groups will be analyzed, categorized, labeled, probed, and otherwise examined and then, if appropriate, put into practice.

Thank you for your contribution and your commitment.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WELFARE TO WORK/DOT CONFERENCE
SEPTEMBER 14, 1998
WASHINGTON, D.C.

Thank you, Gerald.

When President Clinton signed the welfare reform bill in 1996, he knew that he could not abolish "welfare as we know it" with a stroke of his pen. Moving people from welfare to work requires an unprecedented partnership between the public and the private sector.

Creating such a partnership is the heart of this Administration's welfare reform strategy. Nurturing that partnership is the purpose of this summit.

On the public side of our partnership, the president requested executive departments and agencies to set a good example to the private sector by hiring welfare recipients for federal jobs. We were urged to take care to make sure these new workers succeeded at their new jobs. As of August 4th, federal agencies had hired 5,714 former welfare recipients. We are already more than halfway to the president's goal of "10,000 by 2000."

Thanks to committed leaders like Gerald Greenwald and Eli Segal, the private side of the partnership has also made enormous strides over the past year. As of January, more than 3,000 companies had joined the Welfare to Work Partnership.

We are clearly on a roll. In less than a year this administration has been able to move 1.7 million adults from welfare to jobs. We are targeting another million by the year 2000. Overall, the welfare rolls have declined 27 percent since the president took office. That is the lowest percentage of Americans on welfare since Neil Armstrong became the first human to walk on the moon in 1969.

Despite our successes, the road ahead for Welfare to Work still has some potholes, which need to be fixed. The big problem is the "to" in Welfare to Work. Eli asked me to convene this meeting because more than half of the Partnership's Business Partners report that getting to and from work is a significant problem for their employees.

President Clinton shares the Partnership's assessment. When he spoke about Welfare to Work in his State of the Union Message last January, the president said that "One of the biggest barriers facing people moving from welfare

rolls to payrolls is finding transportation to jobs, to training and to child care. Few welfare recipients own cars, but most new jobs are in the suburbs, far from where they live."

Statistics support the President's concern. Two thirds of all new jobs are in the suburbs, but three out of four welfare recipients live in rural areas or central cities. Forty percent of rural counties have no public transportation at all.

Welfare recipients can't go to work if they can't get to work.

These concerns led the President to propose his Access to Jobs plan, which the Congress passed as part of the Transportation Equity Act for the 21st Century, and the President signed in June. This 5-year, $150 million matching grant program will help states and communities to develop their own local transportation programs. These could include vanpools and late night or weekend transportation services. They could also include novel combinations of two or more types of transportation, what we call "intermodal" solutions at DOT.

"Innovative solutions" is what today's summit is all about. In this afternoon's focus groups, you will be asked to think "outside the box." Our hope is that you will have conversations for possibilities that will uncover practical real-time solutions. I am looking forward to finding out what you come up with over the next few hours.

Let me conclude by thanking you for your commitment to moving people from welfare to work. And I emphasize the word "people." Your next speaker is Monque West. She is a very real person-and we at DOT are very proud of her and what she has been able to accomplish. Her story, like every person's story, is unique. But the reason we've asked her to speak to you today is that we want you to remember that this program is about "putting people first."

After you hear her story, you'll know why.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SAN ANTONIO CHAMBER OF COMMERCE
SEPTEMBER 15, 1998
WASHINGTON, D.C.

draft - 1 (Steve Hallmark)

# "DON'T CONFUSE THE MENU WITH THE MEAL"

***Without a Transportation System, the Digital Economy Isn't Going Anywhere***

Thank you, Josè.

One of the things I love about San Antonio is the wonderful way your historic city celebrates the old, while embracing the new. The city that created Riverwalk is also the home of TransGuide. I guess that can be expected from the 'oldest city in Texas.' You've been around long enough to figure out what works.

Just look at how effective you are at inviting people to do business in your city. The speed with which you were able to talk the Republican National Committee into holding its national convention in San Antonio two years from now, was amazing.

I'm beginning to get a sense of how you did it, myself. Josè was pressing me, before the luncheon, on where we plan to hold our Hemispheric Transportation Ministerial Meeting this December. When we left DOT at 11:45 this morning, I was told that San Antonio was one of two remaining finalists.

Clearly, the San Antonio Chamber of Commerce knows how to fight for what it wants. For more than 103 years this great organization has been a catalyst for economic development.

The organizational history of the San Antonio Hispanic Chamber may not go back quite as far, but I sense in you, the same level of commitment.

As business leaders and chamber members you seem thoroughly committed to the idea that transportation and sensible growth are connected. I am thinking, for example, of all you've done to support projects like the *San Antonio River Authority,* the *McAllister Freeway,* the *Northwest Freeway,* as well as the *Paseo del Rio.*

If we add to that list of projects the way individual members of both chambers supported the Kelly Air ForceBase Transportation Study, that pretty much covers the possible modes of travel, from footpath to skyway.

Let me say a special word in praise of Riverwalk. The Paseo del Rio celebrates a mode of transportation many communities seem to have forgotten: how to use your feet. By celebrating life on a human scale, Riverwalk not only gives old city neighborhoods new life, it does so in an original and exciting way

That may be one of the reasons the Vice President cited San Antonio as an example of "smart growth" in his Brookings speech on livable cities two weeks ago.

At the U.S. Department of Transportation, we have followed your emergence as a "smart city" for some time.

My predecessor, Federico Peña, went down to help open San Antonio's TransGuide operations center three years ago. And our deputy secretary, Mort Downey, came down this past July to help cut the ribbon for the latest service expansion at TransGuide.

Even though it is one of the most advanced travel technology systems in the world, I'm not going to say much more about TransGuide, because most of you almost certainly know a lot more about it than I do. But I will use the integration of digital technology with transportation technology that TransGuide represents, as a jumping-off place for the main point I want to make this afternoon.

And here is my point: *Without a transportation system to support it, the digital economy can't move material objects anywhere.*

Another way to put that is "don't confuse the menu with the meal."

Let me emphasize that I am not, in any way, trying to dismiss or minimize the significance of the digital revolution. On the contrary, we at the Department of Transportation are investing heavily in research and development to make sure that America's transportation infrastructure makes maximum use of cutting-edge technology.

But that's a different subject for a different speech. What I want to underscore today is that without a 21st century transportation system, the digital economy isn't going anywhere.

Think about it: you dial up the Internet; you log onto *Amazon dot com;* you order a copy of John Tapscott's bestseller, The Digital Economy and then you pay for the book electronically with your American Express Card.

It's a "done-deal," right?

Wrong. Unless the planes, trucks and highways work smoothly in the background, The Digital Economy isn't going to show up on your doorstep the next day.

Or, for that matter, any other day.

If your copy of The Digital Economy happened to be printed in New Delhi -- and many of them are -- ocean-going cargo ships better be working, too. Otherwise *Amazon's* warehouse won't have any copy to send.

At this point, I know what some of you may be thinking:

"OK, Mr. Slater, *Amazon dot com* may ship physical books in 1998, but just wait a few years. It won't be long before books and movies and compact disks will all be shipped as digital *bits*, downloaded directly to your hard disk."

That may be true, but it misses the point. Let's fast-forward to the year 2005 -- or 2050, for that matter to check this out: *now* try ordering "Steaks from Omaha" over the Net. If you expect to down-load your steak directly to your plate, you may have quite a wait. The 'replicator' technology on Star-Trek is probably centuries in the future.

As Dennis Jones of *Federal Express* puts it, *"What often gets lost in discussions about Internet commerce and the digital economy, are the physical aspects of doing business."*

This is an important issue for communities as well as companies. Consider the situation in Silicon Valley for a moment. Its digital economy is growing, but so are the physical problems associated with growth. Traffic delays on the region's clogged freeways have doubled since 1994 and the cost of housing is the highest in the country. This makes it harder to recruit top talent.

To succeed in Internet commerce, companies and communities will have to be as effective in the physical world as they are in the electronic arena. Your company can move information around the world at the speed of light? Great! But then what?

FedEx has one part of the answer: "596 planes and 38 thousand trucks."

And we at the U.S. Department of Transportation would remind you of another part: the U.S. transportation infrastructure the FedEx fleet relies upon to move your packages. We are talking about—

- 3.9 million miles of public roads
- 1.5 million miles of oil and natural gas pipelines
- 123 thousand miles of major railroads
- Over 25 thousand miles of commercially navigable waterways
- More than 5 thousand public use airports
- 508 public transit operators in 316 urban areas
- And 145 major ports on our coasts and inland waterways

President Clinton understands the connection between upgrading our transportation infrastructure and growing our economy. That's why he has made good on his pledge to rebuild America. Consider just one recent piece of legislation -- a big one, I'll admit -- the *Transportation Equity Act for the 21st Century,* or "TEA-21" as we like to call it.

The President signed this landmark legislation on June 9th. It guarantees a record $198 billion of surface transportation investment, while protecting our commitment to a balanced budget.

It expands core highway programs. It invests not only in highways and bridges but also in transit systems and projects which flexibly integrate several modes of transportation, in order to achieve maximum efficiency.

The bill also gives states and localities -- including San Antonio -- greater flexibility in the use of federal funds.

It also provides for $1.3 billion to develop and deploy advanced Intelligent Transportation Systems.

This historic legislation reflects President Clinton's view that transportation is about more than concrete, asphalt and steel. It is about people, and about providing with the opportunity to lead safer, healthier and more fulfilling lives.

The bill protects American's health and safety through programs to increase seat-belt use, improve truck safety, reduce crashes at rail-highway crossings and prevent pipeline explosions.

It also fights drunk driving by encouraging states to adopt tough, 0.08 percent blood alcohol concentration standards.

Finally, the bill expands opportunity through a new Access to Jobs program designed to speed the transition from welfare rolls to payrolls for millions of Americans. It also continues the Disadvantaged Business Enterprise program and strong labor protections for workers in transportation projects.

This landmark legislation reflects the President's vision of an integrated transportation system, which will help ensure our prosperity and quality of life into the new century.

I know, from your proven commitment to an integrated, visionary and cutting-edge transportation system for San Antonio, that this is a vision you share.

Thank you.

# # # #

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SUITLAND BUSINESS PARTNERS EVENT
SEPTEMBER 16, 1998
SUITLAND, MARYLAND

Thank you, Kelly

And thanks, also, to Dan Shoemaker of the National Air Transportation Association and Renee Fullen of the Suitland Community Schools, for arranging this meeting.

While we are doing acknowledgments, I would also like to take this opportunity to thank the Crossland High School's Culinary Institute for preparing the refreshments for this meeting

Why We Need Garrett A. Morgan Technology and Transportation Futures Program

* At 1997 Summit for America's Future, President Clinton urged us to ensure that America's children have an ongoing relationship with a caring adult as mentor, tutor or coach

He further challenged us to ensure that all American children have marketable skills for 21st century jobs

For me, as U.S. Secretary of Transportation this is particularly important: One out of seven of jobs in America today is transportation related

[Why We Need Garrett A. Morgan Technology and Transportation Futures Program-2]

To ensure that transportation has the people and the skills necessary to meet future demands, I established Garrett A. Morgan Program—an educational initiative to ensure that today's generation is prepared to become the transportation workforce of the 21st century

By challenging 1 million students to improve their math, science and technology skills by the year 2000, the Morgan Program will help insure that today's students are prepared to design, develop and deploy the complex transportation systems of tomorrow

School to Work Transportation Pilot Program

Need Your Help Enrolling New Partners

We need the help of business partners to recruit other business partners

We need these transportation businesses and organizations to open their doors to students and teachers to find out exactly what that organization does; specifically

We need businesses/organizations to offer shadowing experiences, career speakers, mentors, tutors, field trips, internships, entry level jobs, summer employment, motivation

THANKS TO ALL WHO HAVE BEEN WORKING WITH US THE FIRST YEAR

# # # #

5284

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SUITLAND SENIOR HIGH SCHOOL BACK TO SCHOOL EVENT
SEPTEMBER 16, 1998
SUITLAND, MARYLAND

Thank you, Nathaniel (Nat). I was very impressed with your biography, which was provided by the meeting planners

Despite his youth, Nat already has an impressive biography; a full-page of accomplishments, ranging from academic and civic to social and religious;

Nat's long-range goal, after obtaining his Master's Degree from Hampton University in Norfolk, is to run for political office.

He already has my vote

Why I am here

Let me explain why I have come here as Secretary of Transportation

I am here because the President has charged me -- along with many others -- to do what I can to ensure that all Americans complete their education with marketable skills for 21st century jobs

The most important reason to do that is to ensure that each and every one of you has the opportunity live a life of self-esteem as an adult because you are self supporting.

But as Transportation Secretary, I have another reason: this country needs highly trained transportation technology workers for the 21st century -- people with the skills and desire to be *pilots,* or *truck drivers* or *railroad engineers.*

One in seven jobs in America today is transportation related

America needs good people to build highways or work in auto plants or to build airplanes or to serve in the coast guard

Right now, in many parts of America there is a serious shortage of workers for technology jobs like these.

So my request of you this morning, is that, as graduation approaches and you begin to consider your alternatives, that you to *two* things: <u>first</u>, that you continue your education beyond high school; and <u>second</u>, that you give serious consideration to a career in transportation

This is why I started the Garrett A. Morgan Technology and Transportation Futures Program

The program's inspiration came from the work of Garrett A. Morgan, an African-American who lived from 1877 to 1963

As a teenager, Garrett recognized the importance of an education and continued beyond his formal elementary education

He worked hard, discovered he was good at fixing things, and eventually started his own business.

He was always looking for better ways of doing things

His creativity led him to become an inventor

As he looked at the world around him, Morgan dreamed of how he could use his skills to make the world a better place.

Garrett belonged to a generation that was part of a revolutionary change in transportation -- the introduction of the automobile

The automobile was a wondrous invention, but after Garrett witnessed a collision between an automobile and a horse-drawn carriage, Garrett became concerned about the new dangers it posed

His response was to invent and patent the first three-position traffic signal; his invention saved lives then and it saved lives now.

He was the right man for his time. As we enter the 21st century, I ask you to be the right men and women for your time.

Like Garrett A. Morgan, you have all the talent you need to achieve a rewarding career and to make the world a better place

The transportation field offers many opportunities for achievement and service.

And -- this may surprise you -- of all the major sectors of our economy, transportation offers the highest paid jobs in the nation

So go for it!

# # # #

5.88

**TALKING POINTS**
**SECRETARY OF TRANSPORTATION RODNEY E. SLATER**
**NATIONAL ASSOCIATION OF COUNTIES TEA-21 PRESENTATION**
**WASHINGTON, D.C.**
**TAPING DATE: SEPTEMBER 17, 1998**

*(On September 23, the National Association of Counties will satellite-broadcast a two-hour program of presentations on TEA-21 by federal and county officials. NACo officials will open the program, and then show a taped, 10-minute session with you and Congressman Bud Shuster. The two of you will be seated together in a studio, and will respond to three questions each from CNN "Crossfire" co-host Bill Press. Depending on the available time, there may be follow-up questions suggested by your replies. The questions, and suggested replies based on a conversation with John Horsley, are below.)*

*General: Thank Chairman Shuster and the Congressional leadership for their part in drafting a balanced, bipartisan bill.*

1. *What new provisions of TEA-21 are important to the future of the nation's transportation system?*

TEA-21 gives us record, balanced investment. It continues rebuilding America's roads and transit systems while preserving our commitments to a balanced budget and to the President's other priorities.

But transportation is about more than concrete, asphalt, and steel; it's about people, and about providing them with the opportunity to lead safer, better, more fulfilling lives. TEA-21 does that in a variety of ways.

TEA-21 protects Americans' safety through strong programs to fight drunk driving -- increase seat belt use -- and improve highway-rail grade-crossing safety.

TEA-21 strengthens proven strategies to protect public health and the environment. It cleans our air and preserves scenic byways, recreational trails, and other improvements to our quality of life.

Finally, TEA-21 expands opportunity for all Americans through a new program to aid those making the transition from welfare to work -- a strong Disadvantaged Business Enterprise program -- and labor protections for transportation workers.

2. *Counties have billions of dollars of unmet highway, bridge, and transit needs. What kind of help can they expect under TEA-21?*

TEA-21 offers record investment for the programs which most benefit counties -- $41 billion for transit -- $33 billion for the Surface Transportation Program -- $20 billion for Bridges -- and $8 billion for air quality improvements.

TEA-21 maintains county officials' ability to direct this record funding where it's most needed. It retains ISTEA's structure, giving local officials decision-making authority and the flexibility to transfer funds to meet community priorities.

3. *What can you tell urban and rural county officials about the planning and project selection provisions of TEA-21?*

TEA-21 continues the expanded decision-making authority urban officials have had in recent years, and continues to give

them the flexibility to use funds where they're needed -- for instance, for transit projects.

TEA-21 requires that states improve their planning consultations with rural officials, and mandates that we evaluate how well this consultation process is working.

Finally, TEA-21 streamlines our planning process, reducing red tape and paperwork without compromising public participation or environmental protections.

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5.79

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**
**OUTVOTE '98 LUNCHEON**
**WASHINGTON, D.C.**
**SEPTEMBER 18, 1998**

Thank you, Winnie Stachelberg, for that introduction, and thank you for serving as such an outstanding advocate for the Human Rights Campaign and the values it supports. And under Elizabeth Birch's impressive leadership, and with the dedication of its talented staff, the HRC is a powerful and valued partner of the Clinton Administration.

So let me say that I'm happy to join you, and to bring you all warm greetings from President Clinton. I'm proud to be with you and your distinguished guests, Governor Roy Romer, Congressman John Lewis.

I want to thank the Board of the HRC for inviting me to speak to you on behalf of the most strongly pro-diversity, anti-discrimination Administration in America's history. It's not surprising that we hold these beliefs so strongly. Like me, President Clinton grew up in the segregated south. We knew all too well the effects of prejudice, the pain caused, the lives wasted. We saw men and women like Bayard Rustin, whose fortitude in the face of adversity proved so inspiring to us.

And so we became part of a generation of Americans which vowed to fight discrimination in all its forms, and to expand the circle of inclusiveness to embrace all Americans.

I stood with the President when he announced his candidacy seven years ago, and described his vision of what America could be. From the very start, President Clinton wanted to make the American dream real once again for all those who work hard to achieve it. He wanted to restore our sense of community and of responsibility to one another. He wanted us to come together, in all of our diversity, to ready our nation for the new century.

Although we've not yet achieved everything we wanted, I'm proud of what this President has accomplished over the past half-dozen years to make the vision he articulated a reality for America's gay and lesbian community.

That effort started with his candidacy. Never before had a Presidential candidate specifically invited and encouraged gay and lesbian people to take their rightful place in our national life. In fact, President Clinton has done more than any president in history to ensure that gay and lesbian Americans are fully a part of national life, and not marginalized or forced to live a

lie. More openly gay and lesbian people serve under this President than any ever, including officials such as my colleagues Roberta Achtenberg, Bruce Lehman, and Ginny Apuzzo.

The President banned discrimination in the federal civilian work force on the basis of sexual orientation.

He endorsed the Employment Nondiscrimination Act, and has fought against discrimination elsewhere in society, in areas such as education and access to health care. He called on Congress to pass the Hate Crimes Prevention Act of 1998. In support of this, he held the first national conference on hate crimes, a conference in which I was proud to participate.

He expanded America's commitment to fighting HIV and AIDS, and we're getting real results that are extending lives. And he fought against anti-gay ballots around the country which are designed to drive us apart, and not to bring us together.

President Clinton has done all of these things because he believes in the fundamental American values of fairness and equality, values that unite us as a nation. These values are our common ground as a nation, and they will enable us to move forward, together, to meet the challenges we face as we approach the new century.

There's much work to be done, and we don't have a person to waste. The work that you're doing through OutVote has never been more important, and your participation here is a vital part of that work. I've mentioned the Human Rights Campaign's leadership here in Washington and its partnership with the President and those in Congress who are committed to justice.

And the HRC's efforts across America to involve people in the democratic process, to empower gay and lesbian people, are in the best traditions of our country's civil rights pioneers, people like Bayard Rustin. Your commitment and hard work are helping make this nation a better, fairer place for all Americans.

This November, we are again facing a time of national decision in America. I hope you will act on your beliefs, make your voices heard, and help us to continue the progress we've made. ***There is no turning back.***

Let me close by saying that I look forward to the day when the Congressional Gay and Lesbian Caucus is as large in size, and as powerful in presence, as the Congressional Black Caucus which we honor today. Thank you, congratulations on an inspiring conference, and the best of luck in your efforts this fall.

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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**
**CONGRESSIONAL BLACK CAUCUS BRAINTRUST**
**"OPENING DOORS TO AFRICA"**
**WASHINGTON, D.C.**
**SEPTEMBER 18, 1998**

Good morning. Let me start by thanking Representatives Donald Payne, Corrine Brown, Earl Hilliard, Cynthia McKinney, and Carolyn Kilpatrick for their sponsorship of this most important formula.

Since taking office last year, improving partnerships between African nations and the U.S. has been one of my foremost goals. I've visited 10 nations in sub-Saharan Africa, meeting with senior officials from nearly every country in the region.

What these experiences have most impressed upon me is that Africa is a continent revitalized by change. I've seen firsthand that democracy and market-based economic policies are bringing new hope and greater prosperity to people across the continent. As South African Deputy President Thabo Mbeki said, this is *Africa's* renaissance.

The U.S. has a vital interest in supporting Africa's development. With more than a tenth of the world's population and vast reserves of natural resources, Africa represents a market with great potential. We already export more to sub-Saharan Africa than to all the states of the former Soviet Union, and over 100,000 American jobs depend on trade with Africa.

Furthermore, a strong and stable Africa is key to our national security and our efforts to counter global threats such as terrorism. The tragic bombings of the U.S. embassies in Kenya and Tanzania showed us that Africa's security is closely tied to our own.

As the First Lady reminded us earlier this morning, President Clinton has affirmed that Africa is fundamentally important to the United States and that we can't afford to neglect this vast continent.

The President has declared that the marginalization of Africa is over, and that it is time for Africa to take its rightful place as a full partner in the global community.

President Clinton's historic trip to the African continent earlier this year was a powerful affirmation of this new policy. I had the privilege of accompanying the President, and I witnessed

the excitement with which his words were received and the eagerness of Africans to cultivate a stronger relationship with the United States.

The President vowed that his trip was not a one-time event, but rather the beginning of a sustained partnership. I and other officials have returned to follow up on the President's promise of continued engagement.

Congress also has shown great leadership in promoting expanded engagement with Africa. The African Growth and Opportunity Act is a good bill. If passed, it will help forge a new trade relationship between this nation and the countries of Africa. I hope that Congress will send a bill to the President that he can sign.

The main purpose of my return to Africa this summer was to begin the implementation of the Safe Skies for Africa Initiative, which the President announced in April.

This initiative will promote sustainable improvements in aviation safety and airport security in Africa to support expanded air links between the U.S. and Africa.

While there, I convened two regional meetings of African Ministers of Transport which focused on aviation safety and security.

In both meetings we engaged in substantive dialogue. In particular, a point that we came back to again and again is that aviation is key to Africa's development and integration into the global economy. Today, nearly 40 percent of all international commerce is conducted by air, but you can't trade if you can't get there. So Africa's aviation infrastructure must be improved if we're to fully realize the promise of trade between our nations.

Improvements in aviation safety and security open the door for expanded air service, which in turn spurs economic growth. That's why the Safe Skies Initiative is so critically important, for both Africa and America.

The fundamental premise of the Safe Skies Initiative is that of partnership. Our role is technical advisor and facilitator. African nations must assume ownership of the effort, and they must make the commitment to pay for improvements in aviation infrastructure.

We've set specific goals. First, to quadruple within three years the number of African countries that meet international standards for aviation safety oversight.

Second, to improve airport security at 8 to 12 airports in Africa within three years.

Third, to improve regional air navigation services. Provided that enough African nations commit to the effort, these goals are achievable.

I also want to point out that our efforts in Africa extend far beyond aviation issues. We're engaged in a range of efforts which aim to address Africa's most pressing transportation needs, from highway technology and traffic safety to port development and maritime security.

In addition, we are pursuing partnerships with international financing organizations, such as the World Bank, and African regional bodies, such as the Organization of African Unity and the Southern African Development Community.

We are now taking what we learned on this summer's mission and moving forward on a number of fronts. The next step for the Safe Skies Initiative is to identify the nations that will be the first participants in this initiative.

An interagency working group, led by the Departments of State and Transportation, will make this determination, based partly on what we learned on this trip.

In my discussions with African leaders on the trip, I found that they are very eager to work with us on transportation issues beyond aviation, and we are ready to initiate the same sort of engagement in these modes that we've developed in aviation.

I believe that one of the most important ways we can assist the nations of Africa in building safe and efficient transportation systems is through education: providing the training and technical assistance that will build human capacity in the transport sector.

We can help, through partnerships with U.S. educational institutions, through professional exchanges, and through transportation education for young people.

Furthermore, we want to expand our engagement with our partners in the public and private sectors. By working together and leveraging our resources, I believe we can accomplish great things.

I thank you for inviting me. Let me assure you that I will continue to work with the Congressional Black Caucus in the coming months to strengthen the ties that will make both Africa and America stronger as we enter the 21st century, proving that our best days are truly ahead of us. Thank you.

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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**
**CONGRESSIONAL BLACK CAUCUS BRAINTRUST**
**"IMPLEMENTING TEA-21: EXPANDING OPPORTUNITIES THROUGH THE DBE AND ACCESS TO JOBS PROGRAMS"**
**WASHINGTON, D.C.**
**SEPTEMBER 18, 1998**

Good morning. I'd like to thank Congressman Clyburn for hosting this issues forum, and for his leadership within the Caucus on transportation issues, something I'll say more about later.

I've been proud to serve in President Clinton's administration during the past five years, because he has shown the good that government can do as it serves the American people. Under his 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 this, and has put in place policies that are closing the gap in economic opportunity, in education, in health care, and in housing.

And the President has encouraged community efforts all over the country to bring people together across racial lines. He 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, 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.

This summer 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 transit systems, increasing further the record investment we've already made.

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 $41 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 offers record funding for safety, including programs to fight drunk driving and increase seat belt use, simple steps which can save thousands of lives every year. I want to note as an aside that one of my goals is to increase seat belt use among African Americans. We're exploring ways to do that, and I'm pleased to see private efforts which are doing the same, such as one led by Meharry Medical College, an HBCU in Nashville.

TEA-21 is also about creating opportunity. Despite our successes in reducing welfare rolls, the road for Welfare to Work still has some potholes which need to be fixed. One of the biggest challenges is transportation, the "to" in Welfare <u>to</u> Work. Getting to and from work is a significant problem for many new employees.

President Clinton shares this view. In his State of the Union Message last January, the President said that "One of the biggest barriers facing people moving from welfare rolls to payrolls is finding transportation to jobs, to training and to child care. Few welfare recipients own cars, but most new jobs are in the suburbs, far from where they live."

Statistics bear out the President's concern. Two-thirds of all new jobs are in the suburbs, but three out of four welfare recipients live in rural areas or central cities. *The simple truth is that people can't go to work if they can't get to work.*

So the President and Congress, led by the Caucus, committed $750 million to build those crucial, transitional links, everything from expanded transit to vanpools and other flexible arrangements. People will be able to more readily make that transition from the dependence of welfare rolls to the independence of payrolls.

The bill also 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're strengthening 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, especially with Congressman Clyburn and the CBC, to fight this rollback. We reviewed our DBE program's success, explained the reforms we're making, and showed the likely impact of ending the federal DBE commitment.

Together, we fought the good fight, and I want to thank Congressman Clyburn and the Congressional Black Caucus for standing with us. With the Caucus's support, 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.

TEA-21 is the biggest story in transportation this year, and it's a great story, but there are others. We also are working with the Congressional Black Caucus and our other partners on a variety of significant issues.

For example, there are concerns about initiatives such as profiling and "DWB", *and we all know what that means*, and we want to make sure that legitimate safety and security concerns are met without compromising Americans' civil rights.

We're also working to ensure a fair and accurate Census. The Year 2000 Census will help to determine how $180 billion in government funds are allocated, including much transportation money. Past Censuses have undercounted minority group members, and they haven't received their fair share of needed services. We want to make sure that we are seen, heard, and counted, because, when it comes to the Census, if you're not counted, *then you don't count*.

Our commitment in transportation is not just to today, but to the future as well. After taking office, I met with transportation officials and many 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.

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'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.

These programs are 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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# 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**
**16TH ANNUAL NATIONAL MINORITY ENTERPRISE DEVELOPMENT WEEK CONFERENCE AWARDS GALA**
**WASHINGTON, D.C.**
**SEPTEMBER 22, 1998**

One of the hallmarks of President Clinton and Vice President Gore's economic program has been the creation of opportunity that benefits all Americans. That's different from the 1980s, when economic gains were limited to a few.

Today, we have more than 16 million new jobs. The lowest unemployment in a generation. The lowest African-American and Hispanic unemployment ever. The lowest African-American poverty rate ever. This is economic growth that's not only strong, but also broadly-based.

We see that in the record number of new, small businesses, including record numbers owned by women and members of minority groups. They're generating prosperity today, and laying the foundation for success tomorrow.

And we should remember that all of this progress is due to the policies of one person: President Bill Clinton. His policies and programs have been good for America, and I am proud to serve in his Administration.

> *"One of the most successful Administrations in history is also the most diverse, and the most committed to diversity. That's important, because making full use of the talents of all Americans is crucial to keeping economic growth rolling."*

I'm especially proud that one of the most successful Administrations in history is also the most diverse, and the most committed to diversity. That's important, because making full use of the talents of all Americans is crucial to keeping economic growth rolling. We see the importance of this today, as small businesses create two-thirds of new jobs.

We also know that the broader our diversity is, the better off we are. In a world with global markets, we need to bring into play fresh outlooks, and greater diversity will increase our

competitiveness. Much innovation will come from small and disadvantaged businesses, even if they haven't played significant roles in the past.

We in the Clinton-Gore Administration understand this. And we know how important it is for government to help give up-and-coming businesses the jump start they sometimes need to succeed. We recognize that their success benefits the larger community, and so we want to ensure that all entrepreneurs have fair and equal opportunity.

This can be done in ways that are both effective and efficient. When I was Federal Highway Administrator, we needed to repair the Los Angeles freeway system after the Northridge earthquake. We cut red tape, and we finished those repairs in record time.

And we did it without sacrificing opportunity for disadvantaged enterprises. In fact, they worked at record rates: 38 percent of the Los Angeles clean-up and repair work was done by minority and women-owned businesses.

Ensuring their participation didn't slow down work one bit, and it gave many of them the chance to show how well they could perform in the national spotlight. We're proud of how well these projects were carried out. They demonstrated that government does work, and that it can work to the benefit of all Americans.

And we've been making government work better since the day President Clinton and Vice President Gore took office. We ordered our small and disadvantaged business programs revamped to put some teeth in them and to provide more opportunity. Luz Hopewell, who has run a small business herself, has dramatically improved how we operate these programs.

The bonding program is stronger than ever, providing bid, performance, and payment bonds to certified DBEs. Our short-term lending program provides crucial lines of credit up to $500,000.

We combined computer procurements to cut costs and speed up purchases, and nearly half of the prime contractors are small or 8(a) businesses. We arranged with the SBA to let us execute contracts on its behalf. That speeds up contracts and lets the SBA focus on other aspects of its work.

Luz has aggressively reached out to the business community around the country through scores of conferences and meetings.

And we're strengthening our DBE program for projects funded by federal grants, streamlining it to make it more effective and less burdensome on the very businesses it's trying to help.

We've seen real results from these initiatives. Last year, more than half of our direct DOT purchases were from small businesses, and the small disadvantaged business participation rate was up to nearly 19 percent.

We've seen similar progress in the programs we fund through grants to state and local governments. During the first half of this year, DBE participation in our highway and transit programs alone reached a billion dollars.

However, we've also seen challenges. Earlier this year, some tried to dismantle the transportation DBE program. That could have caused DBE programs to have been scaled back elsewhere as well.

Led by Nancy McFadden, our General Counsel, we worked closely with the business community to fight this rollback. We reviewed our DBE program's success, explained the reforms we're making, and showed the likely impact of ending the federal DBE commitment.

We fought the good fight and, with the support of our friends in Congress, 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. We've made a great deal of progress over the past six years, and we've fought off the attempts to undo that progress. But we can't rest, not yet.

We need to continue improving our programs, sustaining effective approaches to assisting small businesses. And we need to continue, through our direct contracting and our grants, to promote opportunity. DBE's continuation in the new highway and transit bill means at least $20 billion in contracts for small disadvantaged businesses over the next six years.

Let me finish my remarks by reiterating President Clinton's commitment to America's small and disadvantaged entrepreneurs.

This is a fundamentally better and fairer country than it was a generation ago, and the President will keep these doors of opportunity open for all Americans. In my view, that is what our programs are all about. They're a search for excellence, a way to give all Americans the chance to show their talents, and to contribute.

So I look forward to working with you, to prove to the world that our diversity is a great strength, and to harness that strength for the good of all our people, right here at home.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL HISPANIC HERITAGE MONTH CELEBRATION
SEPTEMBER 22, 1998
WASHINGTON, D.C.

Good morning and welcome. Ms. (Dolores) Huerta, (guest speaker, United Farm Workers) Ms. (Marie Therese) Dominguez, Mr. (Ronald) Stroman, Administrator (Kelley) Coyner, Ms. (Melissa) Rodriguez, (guest singer). It is a pleasure to join you in celebration of National Hispanic Heritage Month.

The Hispanic presence in America has had a profound and lasting influence on our Nation's history, our values and our culture.

In search of peace, freedom, and a more prosperous future, millions of Hispanic men and women arrived in America from Mexico, Puerto Rico, Cuba, the Caribbean, Spain and Central and South America.

Hispanics brought with them a deep commitment to family and community, a strong work ethic and an unwavering belief in the American Dream.

And today, Hispanic Americans continue to add to the rich bounty of America. They are a thriving force in our society and a vital part of our economy.

For example, businesses started and operated by Hispanic and Latina women constitute one of the fastest-growing categories of small business in the United States.

President Clinton is committed to ensuring that Hispanic Americans continue to have the opportunities to fulfill their dreams of a better life. Collaborative Partnerships for Educational Excellence for Hispanic Americans is a Presidential priority and it is my priority here at the Department of Transportation.

And providing opportunity for excellence is the foundation of this Administration. In the last two years Hispanic American firms have been awarded more than $730 million in state highway contracts.

Under the incredible leadership of our guest speaker, Ms. Dolores Huerta, and others like her, Hispanic Americans are claiming their rightful inheritance to the American Dream.

For more than 30 years Ms. Huerta has dedicated her life to the struggle for justice, dignity, and a decent standard of living -- the American Dream -- for migrant farm workers, one of the most exploited groups in the United States.

Here at the Department of Transportation, we are proud of the outstanding leadership demonstrated by Hispanic and Latina women. Nuria Fernandez, Deputy Administrator of the Federal Transit Administration; Luz Hopewell, Director of the Office of Small and Disadvantaged Business Utilization; and at the Federal Aviation Administration, Fanny Rivera, Assistant Administrator for Civil Rights, and Marie Therese Dominguez, Deputy Chief of Staff and Counsel to the Administrator.

These remarkable women represent just a small segment of the Department's dedicated Hispanic employees -- employees who help make America's transportation system the best in the world.

As we honor the many contributions Hispanics have woven into this wonderful tapestry we call America, let us reaffirm our commitment to work together to build a unified and inclusive society for every American.

Congratulations and best wishes for a successful 1998 National Hispanic Heritage Month.

Thank you very much.

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**TALKING POINTS**
**SECRETARY OF TRANSPORTATION RODNEY E. SLATER**
**NAFEO-DOT MEMORANDUM OF UNDERSTANDING SIGNING**
**WASHINGTON, D.C.**
**SEPTEMBER 23, 1998**

* Thank you, Gloria Jeff, for that introduction. I'm pleased to join you -- Catherine LeBlanc -- and Dr. Henry Ponder.

* 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 -- but by the willingness to learn. You're now taking this effort into the 21st century, and we in the Clinton-Gore Administration are proud to be your partners.

* Your alumni include some of today's foremost leaders, and the work you're doing to prepare tomorrow's leaders is so important. This is an age that makes it possible for us to imagine a better world -- and then to make it possible.

* But nothing about this new world 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 you believe this -- 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.

* For example, we know that new 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 want to improve the quality of our educational system and expand access to it.

* And that's why the Department of Transportation is investing record amounts in education, research, and technology development. Nowhere do our investments mean more than in the community of Historically Black Colleges and Universities.

* We're currently investing more than $10 million annually in HBCUs for research -- fellowships and internships -- and scholarships.

* This summer, President Clinton signed a surface transportation bill which gives an additional $5.3 million over the next six years to HBCU University Transportation Centers.

* When I spoke to NAFEO's Presidential Peer Seminar in Hilton Head last month, I said that I wanted to go beyond this. I wanted to further increase our support, and I wanted to broaden our partnership across all of our modes.

* Today, we're doing exactly that through up to $2.1 million in new funding and a Memorandum of Understanding that will further the partnership between DOT and NAFEO. Let me outline what we're doing.

* First, we're increasing our support of the Federal Aviation Administration's HBCU Intern Program, helping to ensure that these interns return for careers at the FAA.

* Second, a new Federal Employment Information Touchscreen Initiative will give HBCU students information on job opportunities at DOT, updated daily by computer.

* Third, we're expanding our support of the Federal Highway Administration's Summer Transportation Institutes, which introduce promising high school students to careers in transportation.

* I'm pleased to announce that up to $1.5 million will be available nationwide to fund summer programs, and I encourage you all to apply.

* Finally, we're entering into a Memorandum of Understanding with NAFEO. This MOU will improve safety on HBCU campuses through programs to increase seat belt use -- reduce drunk driving -- and support safety curriculums.

* It will expand HBCU participation in internship programs and increase employment and educational opportunities at DOT.

* And it lays the foundation for the next generation of students by expanding HBCU involvement with our Garrett A. Morgan Technology and Transportation Futures Program -- challenging a million students to develop their math, science, and technology skills to prepare for transportation careers.

* These initiatives -- which involve all of DOT's modes -- and the up-to-$2.1 million in funding we're making available will strengthen DOT's partnership with HBCUs.

* It also will give us the foundation to involve HBCUs in such new initiatives as our support of transportation improvements in Africa.

* We should be proud of this, just as we should be proud of what we're doing to expand opportunity for all Americans. We need to keep these doors of opportunity open for *all* Americans -- to give our people greater prosperity -- a better quality of life -- and the chance to make the most of their talents and abilities.

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

* Now, I'd like to ask Ms. Jeff -- Ms. LeBlanc -- and Dr. Ponder to join me as we execute this MOU...

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TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MEETING WITH TRANSPORTATION TRADE DEPARTMENT
EXECUTIVE COMMITTEE
SEPTEMBER 23, 1998
WASHINGTON, D.C.

Acknowledgements

- Sonny Hall will be named president right before you arrive.
- Randy Babbitt, President of the Air Lines Pilots Association.

Northwest Airlines Strike

- Strike ended on September 12, with four-year contract for NW 6,200 pilots.
- ALPA should be complemented for reaching negotiated settlement.
- Administration actively involved, but did not intervene directly: "No settlement in labor is as good as an agreement between the parties;" DOT is ready to facilitate coming negotiations between NW and NAM.

**FAA-NATCA AGREEMENT**

- Historic, 5-year agreement between FAA and NATC -- sole bargaining unit for air traffic controllers employed by FAA -- announced on June 15.
- New collaborative partnership for safety between labor and FAA; enables FAA to move forward with plans to modernize the air traffic control system for the 21st century.

Project Labor Agreements (PLAs)

- In response to President's 1997 Memorandum on PLAs, I have directed DOT operating administrations to seriously consider using PLAs in contracts for construction of federally-owned facilities, and to encourage their use on Federal-aid contracts.
- PLAs are a good thing. They help keep down costs, promote efficiency and promote labor-management stability. However, they are not mandatory: decision to use them has been delegated to contracting official or recipient of federal funds close to project.

- We successfully fought off an attempt to insert language in the Senate Appropriations Bill targeted at preventing DOT from implementing my direction.

## Other Issues

- President's FY 1999 budget would increase capital funding for AMTRAK to record levels.

- Administration favors extending FAA Whistle-Blower Protection to airline employees.

- Carry-on baggage issue with flight attendants.

- DOT delegation will informally raise IAM labor dispute at Sept. 23-25 meeting with Alitalia.

- TAKE AWAY: DOT will be as helpful as possible for upcoming Union-Industry Show -- we can together showcase transportation as a strong union workplace.

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5.77

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
AIRLINE DEREGULATION 20TH ANNIVERSARY SYMPOSIUM
SEPTEMBER 23, 1998
WASHINGTON, D.C.

Thank you, Neil. And thanks also, to all the folks from the U.S. Aviation Week Conferences & Exhibitions group who helped us put this conference together. They've all done a wonderful job, don't you think? Let's give them a hand!

**CELEBRATING THE FIRST 20 YEARS OF DEREGULATION**

I'd also like to acknowledge President Jimmy Carter for that thoughtful message -- and for his leadership. Clearly, the Airline Deregulation Act of 1978 was one of the high points of the Carter Presidency -- and a turning point in the history of U.S. aviation. Deregulation soon spread across the entire transportation sector, coming to include the railroads and trucking as well as the airlines, and began to spread to other sectors of the economy.

When President Clinton and Vice President Gore took office, they whole-heartedly embraced the deregulation movement. The Clinton Administration has also done more to clear the books of obsolete regulations and simplify those that remain than any preceding Administration.

My predecessor here at the Department of Transportation, Secretary Federico Peña, also embraced this concept. It is part of our broader commitment to " common sense government." America has a new consensus. The traditional regulatory mindset is on the way out. And it isn't coming back.

The overall benefits of airline deregulation to the flying public are easy to document. More people fly and the average ticket price has fallen by one-third. In 1978, 243 million passengers flew on U.S. carriers; today, that figure has risen to

- more -

some 600 million; in fewer than 10 years, we will break the billion-passenger barrier.

As this audience knows all too well, the impact of deregulation on the airlines has varied with economic conditions. When President Clinton took office, the airlines had collectively lost $10 billion over the prior three years. The President took quick action to aid the industry. Within a month of taking office, he assembled the industry leaders and established an airline commission to examine the issues and craft solutions.

The answers he got were the right answers. Under President Clinton, the airline industry has enjoyed four consecutive years of growth -- and it is well on its way to a fifth.

The big reason for this turnabout is that the President made jump-starting the stalled U.S. economy, priority one. That was the right decision. We now have the lowest unemployment in 24 years, the lowest core inflation in 30 years -- and more than 16 million new jobs. As economic growth goes up, so do revenue passenger miles.

So, whether you are an airline or a passenger, the 20th anniversary of deregulation is a year for celebration.

## AN AVIATION AGENDA FOR THE 21ST CENTURY

That makes today a Day of Celebration. It must also become a Day of Dedication. Deregulation is not yet a done deal. We still have an unfinished agenda to complete. And, at the top of that agenda, are issues related to competition. I know that not everyone would agree with me.

But I would assert that, as of today, there are still instances where anti-competitive practices are being used to keep out low-fare competition. The fruits of deregulation are still not being enjoyed equally.

And the President and I remain committed to doing whatever it takes to ensure a level playing field for all involved.

There are a host of other issues worth talking about. Last week I met with the board of the Air Transport Association. We had a very good meeting to discuss how we could work together on an agenda for aviation in the 21st century, notwithstanding their news conference earlier this week. I have also met with

labor organizations, the travel agents and new entrant carriers. I intend to meet with more of you in the weeks and months ahead.

What I am trying to do in these conversations is to create the basis for moving forward next year, when the new Congress takes up Aviation Reauthorization, in much the same way they took up surface transportation reauthorization this year.

The aviation community can learn a thing or two from the surface transportation people. Like you, their community of interest must embrace a wide-range of divergent groups, with equally divergent agendas.

But, despite their differences, most of these groups were able to work things out, so that they could present a common front to the Congress, at least on the big questions.

That common front paid big dividends. The Congress listened. This past June, President Clinton signed the Transportation Equity Act for the 21st Century -- "TEA-21," we call it. This measure guarantees a record $198 billion investment to maintain and improve America's surface transportation systems for the 21st century.

The aviation community could have a similar impact on the next Congress. We could get our act together, present a common front, and convince the Congress that we have some good ideas. Only if we do, will we be able to claim success.

In the area of safety, I know we can get our act together. We already are doing it. On April 14th, I joined Vice President Gore and FAA Administrator Garvey to announce the FAA's *Safer Skies* agenda, which commits industry and government to work together to bring about an 80- percent reduction in fatal accidents over the next decade. The success of this program depends upon a successful partnership with industry.

The same is true of the Air Transportation Oversight System, *ATOS,* which was announced last May. The first phase of that program involves our working with the 10 major carriers who account for 90 percent of U.S. travel.

By working together with representatives of the airlines, pilots, flight attendants as well as family members, our Task Force on Assistance to Families of Aviation Disasters was able to achieve a major breakthrough this year in our ability to provide compassionate care to the families of victims. As proof of our ability to create a consensus, this group was nearly unanimous in its recommendations, many of which have already been implemented.

I cite these examples to prove that we can agree on the essentials, if we put our minds to it and our hearts in it.

I believe that the next 20 years will bring about the greatest era of growth in the history of this industry, even greater than the last 20. As I have said before, aviation will be for America in the 21st century, what the Interstate Highway System has been for America in the last half of this century.

But in order for this to happen, we do need to get our act together. We need to be in conversation - sometimes frank conversation - about where we are headed and how we should get there.

As you may have noticed, I have not said what I thought should be on that agenda. That's not my job. The era of "Big Daddy" government is over. We don't have all the answers, and we are not going to pretend that we have them. We need to do this together.

I can think of no better place to start constructing our Agenda for the 21st century, than this conference. We've got the right people, with the right mix of wit and wisdom, to get something going. My hope is that we will be able to take the results of this conference and come back to the industry by the end of the year with some thoughts on how to proceed.

A very important conversation is going be taking place over the next two days. It has already started.

Thank you for taking part in it.

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final
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**TALKING POINTS**
**SECRETARY OF TRANSPORTATION RODNEY E. SLATER**
**SWEARINGS-IN OF KELLEY COYNER AND STEVE VAN BEEK**
**WASHINGTON, D.C.**
**SEPTEMBER 24, 1998**

***(Introduction to be made by RSPA Director of Policy and Program Support Bill Vincent)***

* Thank you, Bill, for that introduction, and for all of your work at the Research and Special Programs Administration.

* I want to thank the Reverend Mary Kraus for that inspiring invocation.

* I'm glad that my friend Norm Mineta could join us. During his two decades in Congress he was a strong supporter of transportation, and of RSPA in particular.

* I'm happy to see Kelley's husband, Tim, and her daughter, Sarah Sears. I'm also pleased that Steve's family could join us -- his wife, Dr. Elizabeth Van Beek -- his father, Dr. Gus Van Beek -- and mother, Colyn Warren -- and his brother, John.

* What a pleasure it is for all of us to be here. This is a very happy occasion -- for you, Kelley and Steve, for all the members of your families, and for the members of the RSPA family.

* I'm going to make a few brief remarks and then we'll come to the highlight of the event -- Kelley and Steve's swearings-in. But I'd like to begin by saying how proud I am to be here, because they already are valued colleagues -- Kelley for more than four years now, and Steve for the months we've been privileged to work with him.

* And those of us who have had the chance to work with them share the great pleasure that comes when people move into important positions for which they are so well-suited, so well-qualified, and so well-prepared.

* We've seen Kelley carry out a series of sensitive, difficult tasks, first as RSPA's policy director -- then as Deputy Administrator -- and finally as Acting Administrator. I especially thank her for her strong support of the Garrett Morgan program, an initiative I think will have as much of an impact on the future as anything else we do.

* And Steve has won his spurs in recent months through his work on such activities as fostering crosscutting research and supporting minority educational institutions. Some of us have worked with him even longer, and know why he came to RSPA so well prepared after his outstanding record at San Jose State.

* Well, they'll use -- and need -- all those experiences at their new posts, because now is a time when we at DOT must continue to show leadership and new vision for our transportation future.

* RSPA is the Department's -- and the nation's -- leader in several areas: supporting research and technological innovation; promoting safety in hazardous materials and pipelines; and overseeing preparation for -- and response to -- disasters.

* As we look to the future, each of these activities will grow in importance. We need to increase our efforts to apply advanced technologies to transportation, and to prepare the transportation work force of the 21st century.

* We have to increase our efforts to continue making America's transportation system the world's safest, even as traffic grows in all forms of transportation.

* And we have to ensure that we can respond to disasters, whether natural or man-made, that place lives and property at risk.

* We've made great progress in each of these areas over the past several years, and that is due to the efforts both of RSPA's leadership and its outstanding career staff. You all should be proud of the strong reputation you're building throughout the transportation community.

* We still have far to go, and it's going to take the best each of us has to offer. And it's going to require teamwork -- each of us working in tandem with our partners. That emphasis on teamwork is why it's so appropriate that Kelley and Steve are being sworn in together.

* We're looking forward to Kelley and Steve playing a leading role in the effort to create the safe, efficient transportation system we need in the 21st century. And I'm confident that they, as both thinkers *and* doers, will succeed magnificently in their new jobs.

* Now, I'd like to ask Kelley and Steve to step forward to take their oaths of office...

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# News:

U.S. Department of Transportation

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATON RODNEY E. SLATER
FINAL RULE ON ACCESSIBILITY OF OVER-THE-ROAD BUSES
PRESS CONFERENCE
SEPTEMBER 24, 1998
WASHINGTON, D.C.

Today, I am pleased to announce the U.S. Department of Transportation's Final Rule on the Accessibility of Over-the-Road Buses for people with disabilities. As you can see by the crowd in this room, this is an important announcement. I have a prepared statement. I will be followed by Congressman Steny Hoyer and Melissa Santos, an advocate for the rights of persons who are disabled. Nancy McFadden, our General Counsel, will then brief you on the specifics of the rule. After all four statements are read, we will take your questions.

USDOT Guests and Presenters

I cannot individually recognize everyone here today, but I do want to introduce our five very special USDOT guests:

* *Congressman Steny Hoyer,* a key leader in the passage of the Americans with Disabilities Act.

* *Tracee Garner*, here on the front row, is a student at Northern Virginia Community College and an effective advocate for persons with disabilities. She is accompanied by her mother, *Lydia Garner*.

* *Melissa Santos,* who flew in from Chicago to participate in this announcement, was diagnosed with Morquito Syndrome, a genetic disease, at the age of three. Melissa attributes her success in life to her mother, *Lucy Rembert,* who is also with us today.

The Department of Transportation's strategic intent is that our transportation system for the 21st century be international in reach, intermodal in form, intelligent in character and inclusive in service. One out of five Americans is

disabled. Achieving the high standard of accessibility we announce today will move us significantly closer to that goal.

Under President Clinton's leadership, more Americans than ever are enjoying the fruits of economic prosperity. We have the lowest unemployment in 24 years, the lowest core inflation in 30 years and more than 16 million new jobs. As America continues to grow and prosper, it would be unfair to leave anyone behind, especially someone in a wheelchair at a bus stop.

With today's action, the Clinton-Gore Administration has moved decisively to eliminate this possibility and makes good on the President's 1992 pledge that the Clinton/Gore Administration's disability policy would be based on a three simple principles: inclusion, independence and empowerment. Improving the contributions of all people with disabilities is not only good for those individuals and their families, but it also makes for a better community and a better America.

When today's decision is fully implemented-passengers with disabilities will no longer have make advance arrangements to travel on regularly scheduled runs of major intercity bus lines, such as Greyhound. The intention is that every bus in every major fleet be fully accessible every day at every stop.

Over-the-road intercity buses are a vital link in America's transportation system, especially for low-income people and rural families, many of whom are disabled. For many Americans, intercity buses are the only means of long-distance travel they can afford. In countless small towns they are the only available means of transportation, apart from automobiles.

Yet for many of the 50 million Americans who are disabled, driving is not an option. For these citizens, safe and dignified access to intercity buses is absolutely essential for mobility and quality of life. Two out of three working age Americans with disabilities are unemployed and families with disabled members are among the poorest in the nation. When we say, transportation is about more than concrete, asphalt and steel, we are talking about real people who have been excluded from our common life.

We are proud of this rule. It sets a reasonable timetable. Expensive retrofitting of existing rolling stock is not required. Yet, as new buses replace old ones, the entire fleet operated by major carriers will gradually become accessible. I am heartened in this regard by Greyhound's recent decision to purchase 80

wheelchair accessible buses, but let me be very clear that, in order to fully enact the law, our requirement will go beyond that.

The rule also takes into account the significant differences between major intercity carriers and smaller companies, primarily by allowing these carriers more flexibility. The Clinton-Gore Administration calls these provisions "common sense government".

Today's decision will favorably impact the lives of millions of American families. As I said at the beginning of my remarks, one out of five Americans is disabled. With today's announcement, "The Bus is Now Boarding," will truly mean "Now boarding everyone."

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Final
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**REMARKS PREPARED FOR DELIVERY**
**SECRETARY OF TRANSPORTATION RODNEY E. SLATER**
**1998 COMBINED FEDERAL CAMPAIGN KICK-OFF**
**WASHINGTON, D.C.**
**SEPTEMBER 24, 1998**

***(Introduction to be made by Assistant Secretary of Transportation Melissa Allen)***

Thank you, Melissa, for that introduction. I'd like to welcome all of you to our annual Combined Federal Campaign kickoff rally.

I'm pleased to see Norm Taylor, the CFC's Washington area director, is with us today. Joining us too are Drucilla Contee and Tom Davis, who have been detailed by the CFC to help out with DOT's campaign.

I'd also like to express my appreciation of the efforts of Nadine Rawls, who once again is our departmental coordinator, and who worked to organize today's event.

Finally, I want to thank the EPA Dixieland Band and Barbara Jackson for being with us.

In 1993, President-elect Clinton encouraged those of us in his new Administration to be part of the community in which we live and work. So I was honored when the President me to chair last year's CFC campaign.

1997 turned out to be a banner year for the CFC -- more than half of all federal employees in the national capital area contributed, and we were able to raise a record $38,165,000.

I'm proud to once again serve as the chairman of the government-wide Combined Federal Campaign in the Washington area. I'm committed to making this the CFC's best year yet -- not just at DOT, but throughout government.

I've often said that transportation is about more than concrete, asphalt, and steel -- it's about people. And we know the Department of Transportation is about more than policies and programs -- it's about people helping people. So this year's CFC campaign is a chance to show that this is true.

We've certainly seen that here at DOT. Over the years, the employees here have earned a solid reputation for public service. Many of you demonstrate your commitment to these ideals by giving time or money to the relief of those who suffer in natural disasters.

Others donate blood regularly, or contribute time to CFC beneficiaries such as the Greenleaf Senior Citizens or Sarah's Circle. Others of you work in your home communities.

Your dedication to helping others is an inspiration, and I take personal pride in the example DOT sets for the entire federal government.

And that's why I'm here today -- to ask you to once more make a difference by contributing to one or many of the hundreds of charities supported by the Combined Federal Campaign.

The DOT family has always been generous. This year, the needs -- and the challenges -- are greater. The goal for the National Capital Area, which includes Washington, is $39 million.

We need everyone's participation to meet our target, so let me encourage everyone to take a few minutes this afternoon to meet with the service representatives and volunteers with us today. You'll learn first-hand what your contributions are doing -- and what they can do.

This is an opportunity for you to make choices -- you can decide which of the 2,500-plus CFC charities in the *Catalogue of Caring* you'd like to contribute to. And DOT's payroll deduction plan permits you to provide help throughout the year while staying within your personal budget -- and you'll be surprised how much of an impact you can have by the end of the year!

I'm sure that, with your help, this will be the most successful CFC campaign ever. Thanks -- in advance -- for your contributions, both to CFC and to our communities.

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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

FOR IMMEDIATE RELEASE
Wednesday, September 16, 1998

Contact: Dave Smallen
Tel.: (202) 366-5568

## *MEDIA ADVISORY*

U.S. Secretary of Transportation Rodney E. Slater will deliver the keynote speech on Wednesday, Sept. 23 at the Deregulation 20 Summit co-hosted by the Department of Transportation and *Aviation Week & Space Technology Magazine* to mark the 20th anniversary of airline deregulation. Since the historic October, 1978 signing of the Airline Deregulation Act, airfares at the nation's commercial airlines have been reduced by one-third.

The two-day conference will also include six panel discussions of airline issues by former Civil Aeronautics Board Chairmen Alfred Kahn and John Robson, former Transportation Secretaries Neil Goldschmidt and James Burnley, former Director of the Office of Management and Budget James C. Miller, III, other government officials, airline executives, including six CEO's, Rep. James L. Oberstar, Congressional staff, union representatives, and others.

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

**WHAT:** Keynote speech of the Deregulation 20 Summit

**WHEN:** 12 p.m., Wednesday, Sept. 23, 1998
Conference will be held Sept. 23-24

**WHERE:** Renaissance Hotel
999 9th St., NW
Washington, DC

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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
THE NATIONAL TRANSPORTATION SAFETY BOARD INTERNATIONAL
SYMPOSIUM ON FAMILY AND VICTIM
ASSISTANCE FOR TRANSPORTATION DISASTERS
SEPTEMBER 28, 1998
WASHINGTON, D.C.

Let me begin by thanking my good friend, NTSB Chairman Jim Hall, for that introduction. When Congress passed and President Clinton signed the Aviation Disaster Family Assistance Act of 1996, they directed the Secretary of Transportation to convene a task force on how to better help families of the victims of aviation disasters. I knew the task force would only succeed if Jim Hall served as my co-chair. Jim graciously accepted my invitation, and I want to thank him again.

Jim embodies the commitment of President Clinton, Vice President Gore, myself and others in the Administration to ensure families receive compassionate assistance at this most difficult time.

The 22-member task force included representatives from the airlines, the pilots, the flight attendants, the media, the legal community, the American Red Cross, and, most importantly, the families of victims as well as one aviation disaster survivor.

Let me take a moment to recognize the Honorable Elizabeth Dole, the president of the American Red Cross and one of my predecessors as Secretary of Transportation. I am honored to be on the same program with her at this symposium.

I would like to recognize four members of the task force this morning. First, Frank Carven, who lost his sister and nephew on TWA 800; Judy Linstrom, whose husband died on US Air 427; Doug Smith, whose daughter was a passenger onAmerican Eagle 4184, and Kendra St. Charles, who survived US Air 405. The courage of these four people allowed us all to learn from experience.

- more -

Let me also recognize Peter Goelz, managing director of the NTSB, for bringing his knowledge and skill to our group, and Steven Okun, special counsel for my department, who served as the task force's executive director.

The task force worked together -- and I emphasize the word together -- for eight months to find ways to improve the treatment of families by the government, the airlines, the legal community, and the media. Last October, the task force issued its final report containing 61 recommendations.

Great progress has been made, many of those recommendations already have been implemented. And there is no question that improvements have been made.

It was evident in the aftermath of the recent crash of Swissair Flight 111 -- as families began to gather at JFK, that our NTSB family affairs specialists were well prepared. Captain Darren Mudge from the Salvation Army was among many social workers and counselors on hand to console relatives and friends who arrived at JFK hours after Flight 111 crashed. Captain Mudge also was present after the TWA 800 crash in 1996, and noted vast improvement in these efforts under the most tragic of circumstances. He said there was much less chaos and more information was getting out faster.

The response by Swissair and Delta, along with that by the Canadian, Swiss and U.S. governments to the families of the victims of Swissair Flight 111, shows how far we have come.

The morning after the Swissair crash, I called my immediate predecessor Federico Peña to tell him that the hard work he and his staff had done was paying dividends that day.

The Department of Transportation, the Departments of Defense, Justice, Health and Human Services, and State, along with our leader in this effort -- the National Transportation Safety Board -- have made significant progress implementing the task force recommendations.

In September 1996, President Clinton directed that the NTSB lead a coordinated response to the families. Clearly, he made the right choice.

But more importantly, the airlines have taken the initiative to implement many of these recommendations. It is only when we all work together that we can improve the treatment of families following an aviation disaster.

Today, Chairman Hall and I are pleased to release an anniversary report summarizing what has been accomplished on the 61 recommendations in the task force report.

I am very pleased that Congress enabled President Clinton to sign into law so many of the recommendations that required legislative action, including:

- A requirement that air carriers provide adequate training to the employees and agents of the carriers to meet the needs of survivors and family members following an accident

- An assurance that, upon the request of the family of a passenger, the air carrier will inform the family of whether the passenger's name appeared on a preliminary manifest

- An extension of the attorney solicitation ban from 30 to 45 days, and expanding the breadth of the ban to include agents of the attorney, and

- Ensuring that each state can provide mental health and counseling services in the event of an accident.

I want to recognize the work of Chairman Bud Shuster of the House Transportation and Infrastructure Committee and Ranking Member Jim Oberstar, and Aviation Subcommittee Chairman Jimmy Duncan and Ranking Member William Lipinski, for introducing this legislation and ensuring its quick passage through the House.

I said earlier, the airlines have been responsive. For example, many airlines have started or improved training plans and programs designed to meet the needs of families in the aftermath of aviation disasters.

Continental Airlines, for instance, has implemented different types of training for different categories of personnel: emergency volunteers, position specific training, front line reservations and airline personnel, station managers, corporate communication vendors.

The Executive Branch, too, has been implementing the task force recommendations. The NTSB, as the coordinator of all federal assistance in this area, works with the airlines, the American Red Cross, and state and local governments to organize an effective, coordinated response to a disaster. For example, the NTSB hosted a successful meeting among representatives from

domestic, international, and regional air carriers and representatives of the American Red Cross. The Red Cross described their accomplishments and objectives for the coming year. They also discussed how their local chapters are working with local airline representatives and airports.

Today is not only a day of celebration, it is also a day of dedication. While we have come a long way in improving assistance to families, our work must continue. So this Thursday, in response to a DOT rule, U.S. and foreign airlines will begin asking U.S. citizens traveling to or from the United States for an emergency contact name and telephone number. In the event of an aviation disaster, that information must be transmitted to the U.S. Department of State within three hours.

As we build and prepare for the future, we must keep in focus that transportation extends beyond the borders of any country. The transportation system is international. That is why we are all here today -- so that we can work together.

That is why Federal Aviation Administrator Jane Garvey was in Montreal a few weeks ago to discuss aviation safety matters and the Y2K problem with members of the international community.

That is why enhanced passenger manifests will be discussed at this conference by both the U.S. Departments of State and Transportation.

Last week, I had a very good meeting with the board members of the Air Transport Association on how we can work together. Meetings such as this, and my meetings with representatives of labor, the travel agents, and new entrant carriers begin the process of setting the Department's aviation agenda for the 21st century.

And as we formulate that agenda, we will ensure that it is done to meet the needs of the traveling public.

The work of the task force, the Clinton Administration, the Congress, and the airlines have provided a more compassionate response to the victims of aviation disasters. The implementation of task force recommendations shows that, in the words of task force member Kendra St. Charles, "working together, we can make things better."

I thank you for what you have all done and, in advance, for what we will do together in the future.

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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*

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
UNION STATION 90th ANNIVERSARY GALA DINNER
SEPTEMBER 24, 1998
WASHINGTON, D.C.

Tonight is a celebration of the phenomenal success of this magnificent gateway to America, Union Station. And it is also a celebration of common sense government working smarter and better for the people of Washington D.C. and this nation.

Nearly 20 years ago Union Station was a historical white elephant. Yet Congress recognized the railway station's huge potential.

Union Station had an incredible history waiting to be told. After all, presidents and kings, elder statesmen, veterans of two world wars, and countless other travelers passed among these hallowed walls.

This restoration project just needed the right kind of leadership, someone with vision, someone with substance and style, one of my predecessors, former Transportation Secretary Elizabeth Hanford Dole.

Under her guidance a unique public/private partnership was struck. And in five short years, this historical landmark rose from the ashes of decay and disrepair, restored to its former glory. We thank you for your remarkable vision for this great capital city.

Union Station is our nation's living symbol of an intermodal center. Sitting at the end of Louisiana Avenue, a corridor of the National Highway System, it connects commuter rail, intercity rail, bus lines and taxis to distant suburbs, stadiums and two of our nation's busiest airports.

It provides parking for autos, tour buses and trolley service, and every day this system connects more than 70,000 people to work, to home, to recreation, to an enhanced quality of life.

- more -

Union Station is shaping Washington D.C.'s future by providing a transportation system that is accessible, integrated and efficient, and most of all, it offers flexibility of choice.

It is truly a model for what we are seeing in urban centers from the Farley Building in New York to Kansas City to Los Angeles. Taken altogether, this is the type of transportation system required to move America forward into the 21st century.

This architectural masterpiece brings economic rebound to Northeast Washington. At the grand opening, many were filled with the hope and promise of a new dawn.

Now, ten years later that promise has been fulfilled and the economic bounty has been ten-fold. This "Gateway to America" has increased economic growth and competitiveness for the Washington Metropolitan area and beyond.

Union Station's magnificent restoration speaks to President and Mrs. Clinton's millennium project, "Saving America's Treasures." By honoring our past and imagining our future we can provide lasting opportunities for the generations of the 21st century to observe portraits of the past.

We knew the history of Union Station and by restoring it to its former glory we pay homage to its past. But ten years ago, we could only begin to imagine what the future would bring. And what a glorious future it is.

In late 1999 Amtrak will introduce high speed rail to Washington D.C. Traveling 150 miles-per-hour, these high-tech trains will reduce commuter time between Washington and New York to 2 hours and 45 minutes. From New York to Boston commuter time will decrease 37 percent, making it a three-hour train ride.

High speed rail in the Northeast corridor will generate more than $180 million in revenue annually, reducing Amtrak's need for Federal operating subsidies. And ridership will increase by about 3 million, improving mobility in one of the most heavily populated regions of the country.

This premier showcase of American high-speed train operation can serve as a catalyst for other rail services to model.

Ten years ago Union Station was a symbol that our best days were yet to come. And today, our hopes, dreams and expectations are that an even better tomorrow has yet to arrive. What awesome possibilities await us in the 21st century.

Congratulations on 90 great years, and I wish you many more. Thank you very much.

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