5:17

REMARKS BY SECRETARY RODNEY E. SLATER
SECOND ANNUAL BRIDGE BUILDERS AWARD
PARTNERS FOR LIVABLE COMMUNITIES
WASHINGTON, D.C.
DECEMBER 1, 1998

(Introduction by Mistress of Ceremonies Catherine P. Bessant, President of Community Development Banking, Bank of America, precedes)

Thank you, President Besssant.

Mayor Hood, President Bessant, Members of the Board of Trustees of Partners for Livable Communities, Chairman Raines, distinguished winners of this year's Bridge Builders Awards, ladies and gentlemen:

On behalf of the President of the United States, it is my great privilege to accept this **2nd Annual Bridge Builders Award** honoring President Clinton's efforts to integrate Africa into the global economy and to promote understanding between Africa and the United States.

President Clinton is the first sitting U.S. president to officially tour the African continent and he is excited about the sweeping changes taking place in Africa. As the President said, in his letter accepting this award, "With the 21st Century approaching, Africa is forging a vibrant future for itself with new leaders, new opportunities, and new hope."

With his highly visible commitment to "a new partnership with the great nations of Africa," the President himself is an important reason for that new hope. As I traveled with the President during his historic trip to the mighty continent last March and April, I could literally see hope come alive in the massive crowds that thronged to greet him everywhere he went. Gone are the days of marginalization of Africa -- gone forever. Under the President's leadership, we have truly begun a new day in our relationship with the nations and peoples of Africa.

The President's stirring vision of possibility for Africa in the 21st century is embodied in his Partnership for Economic Growth and Opportunity in Africa, which he sees as a key element for "ensuring we do the utmost to help Africa integrate into the global community of the next century."

One of the ways the nations of Africa and the United States can work together to make this happen is to improve the continent's transportation infrastructure. With good roads and ports and railroads and airports -- Africa will have the access to the global economy needed for growth. That is why the President included a Transportation Initiative component in his Partnership with Africa -- and that is why he asked me to join him on his historic visit to Africa.

President Clinton is doing far more than building bridges between Africa and America, and far more than opening markets and creating opportunities for Americans and Africans.

Africa is the ancestral home of millions of Americans. By ensuring that Africa is integrated into the global community of the next century, the President is also building bridges between communities within America.

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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
ATLANTIC COAST CORRIDOR PRESS CONFERENCE
DECEMBER 1, 1998
CHARLOTTE, NORTH CAROLINA

Last April I had the pleasure of visiting this great state during my "Moving America Forward" Southeastern Intermodal Tour -- Raleigh was one of my first stops to deliver a check to Secretary Norris Tolson to continue the Sealed Corridor Initiative for high speed rail.

North Carolina and Virginia recognized the incredible potential for this kind of rail service -- you are truly "Moving *the South* Forward" into the 21st century.

High speed rail is one of the safest, fastest and most efficient forms of rail transportation around -- connecting commuters to jobs, easing highway congestion and promoting a clean environment.

And today I am delighted to announce the extension of the Southeast High Speed Rail Corridor into South Carolina and Georgia and eventually on to Jacksonville, Florida.

High speed rail is coming South -- and it is coming in a mighty big way.

Just two weeks ago we were in New Orleans to announce the Gulf Coast High Speed Rail Corridor -- connecting Alabama, Florida, Georgia, Louisiana, and Mississippi.

This Southeast High Speed Rail Corridor represents not only opportunity for this region, but it is an investment in America's future as we move from strength to strength.

It means increased economic growth and improved intermodal connections -- moving goods and people more efficiently, while connecting people to jobs, to opportunity, to the pursuit of happiness -- demonstrating President Clinton's commitment to put the American people first.

- more -

Today's extension announcement is the result of a lot of hard work by many in this room, including Governor Hunt, Amtrak Acting President George Warrington, Commissioner Wayne Shackleford, (GA DOT), Secretary Tolson, (NC DOT), Executive Director Elizabeth Mabry (SC DOT), Secretary (Shirley) Yberra (VA DOT), and Federal Railroad Administrator Jolene Molitoris. Thank you for your vision.

1998 has been a banner year for surface transportation. In June, President Clinton signed the Transportation Equity Act into law, providing record levels of balanced investment in transit, highways and high speed rail.

The Clinton/Gore Administration support the development of high speed rail, it *must* be an integral part of our nation's intermodal transportation system.

And, given current congestion levels and the ever increasing demand for travel -- high speed rail will be an essential part of a world-class, 21st century transportation system.

I congratulate you on your leadership in bringing high speed rail to the Atlantic Coast and Atlanta/Macon areas.

This Southeast High Speed Corridor expansion is the beginning of a great public/private partnership that will ensure your transportation system continues to efficiently move everyone and everything -- everywhere in a 21st century world.

I believe transportation is the tie that binds. It keep our communities vibrant and our people free to pursue happiness and opportunity. With the expansion of this corridor, I truly believe our best days are yet to come.

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SECOND ANNUAL BRIDGE BUILDERS AWARD
PARTNERS FOR LIVABLE COMMUNITIES
WASHINGTON, DC
DECEMBER 1, 1998

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PREPARED REMARKS
KEYNOTE ADDRESS BY TRANSPORTATION SECRETARY RODNEY E. SLATER
ANNUAL MARTIN LUTHER KING, JR. BANQUET
ALABAMA CHAPTER, SOUTHERN CHRISTIAN LEADERSHIP CONFERENCE
ANNISTON, ALABAMA
DECEMBER 4, 1998

Thank you, Reverend Nettles, for that generous introduction.

At festive occasions like this, it is generally the custom to begin one's remarks by acknowledging the most famous or important people in the room.

If I were to conform to that custom tonight, I would certainly want to recognize the political stars who have joined us -- luminaries like **Congressman John Conyers,** Anniston Vice Mayor Debra Foster and Calhoun County Commissioners Lea Fite and James Dunn. And I would most certainly want to mention the name of any Hollywood stars who happened to be here, such as **Billy Dee Williams.**

And if I were going to acknowledge people by name tonight, I would also want to recognize your national SCLC Board members who have come to Anniston for this convention:

- At the head of my list would be **Reverend Nettles,** your National 1st Vice President as well as Alabama State Chapter President;
- Then I would mention your National Secretary, the Reverend Dr. Nimrod Reynolds and your newly elected national Treasurer, Spivey Gordon;
- And, then, national board member and Alabama State Senator Charles Steele -- whose persuasive skills helped to convince Mercedes to bring some really good transportation jobs to Alabama;
- I would also mention the Reverend Dr. Abraham Woods, President of the Birmingham Chapter of the SCLC, and Georgia Hampton, President of the Heweytown Chapter;
- And, of course, the Chairman of SCLC's state board for Alabama, the Reverend Dr. Vernon Swift.

In one way or another, every person in this room is notable. So it is probably a good thing that I'm not starting this speech with acknowledgments this evening. Otherwise I might miss my plane, which takes off from Hartfield International Airport in Atlanta at 11:30.

The reason I'm not doing acknowledgments in the traditional way tonight, is that I am about to accept an award that earned *its* name from a sermon which *redefined forever* what our desire to be acknowledged and recognized is all about.

When Dr. King gave his sermon on *The Drum Major Instinct* at Ebenezer Baptist Church in Atlanta -- two months, to the day, before his assassination -- he spoke of the many ways in which the desire to be first, to be noticed, can distort our lives.

You have heard Dr. King's words many times: "There is, deep down within all of us, an instinct. It's a kind of drum major instinct -- a desire to be out front, a desire to lead the parade"

For the individual, as Dr. King said, the drum major instinct causes us to live above our means. And if this tendency is not harnessed, he warns us, it will lead to self-centered boasting and a distorted personality that pushes others down in order to push ourselves up.

For organizations and society as a whole, the drum major instinct is a source of all kinds of evil -- and among the foremost of those evils is racism. As Dr. King said, "a lot of the race problem grows out of the drum major instinct -- a need that some people have to feel superior -- a need that some people have to feel they are first."

If Dr. King had called upon us to avoid all of these evils by *resisting* our drum major instinct, we wouldn't be talking about what he said tonight. Instead, he called upon us to *harness* that instinct for good.

The proof text for his sermon was from the Gospel of Mark, Chapter 10, beginning with verse 35 -- the story of how James and John asked Jesus to promise them seats of power at his right hand and his left hand, when he came into his glory.

Dr. King's interpretation of this scripture was not his own -- it was an elaboration from his Master, who used the occasion of his disciple's outrageous request to teach all of us a lesson about the true nature of service.

As Dr. King put it, Jesus "transformed the situation by giving a "new norm of greatness. If you want to be important -- wonderful. If you want to be recognized -- wonderful. If you want to be great -- wonderful. But recognize that he who is the greatest among you shall be your servant. That's your new definition of greatness."

Dr. King then went on to say that the thing he liked about this new definition of greatness is "that everybody can be great. Because everybody can serve."

Dr. King did more than "talk the talk" about the true nature of leadership. He also "walked the walk." I have the good fortune tomorrow, to be attending an event back in Washington honoring the Mother of the Civil Rights Movement, *Rosa Parks,* who was arrested on December 1st, 1955, 43 years ago this week, for refusing to go to the back of a bus in Montgomery, Alabama.

Chicago Tribune columnist Clarence Page tells the story of how the Montgomery community gathered that night to decide what to do -- and how Dr. King, then a new minister in town, was initially turned away at the door because those guarding the door didn't recognize him.

Dr. King finally got in after some other ministers vouched for him. And then, somehow, before the evening was over, Dr. King emerged as the spokesman for the community and later as President of the Montgomery Improvement Association which organized the Montgomery Bus Boycott.

As Page tells the story, Dr. King was not picked as spokesman because he was the best preacher in Montgomery. He wasn't. Then and now, Montgomery has some pretty good preachers. And Dr. King wasn't picked because he had the best ideas.

No, Dr. King was lifted up as leader because every time he spoke during that meeting, he seemed to best express the mood and sentiments of the whole community. Dr. King became a leader, not because he spoke the best -- although he spoke wonderfully --but because he *listened* the best.

Given Dr. King's example, you can understand that I must therefore accept this *Martin Luther King Jr. Drum Major Award in Politics* not for myself, as an individual, but as part of the leadership team the people of Alabama and the people of this country have sent to Washington.

I am so grateful that I have been given a chance to serve this President, whose ability to listen to the American people and to respond with vision and compassion has already transformed the quality of life for millions of Americans.

Under President Clinton's leadership America has the lowest unemployment in 28 years, the smallest percentage of people on welfare in 29 years, the first balanced budget and surplus in 29 years, the fastest rising wages in over two decades, the lowest crime rate in 25 years and the highest level of home ownership in history.

Here in Alabama, the unemployment rate has dropped from 7.6 percent to 3.7 percent since 1993. Here in Alabama, 185,700 new jobs have been created. There are 86,995 fewer people on welfare -- that is a 61 percent decrease. And, based on preliminary FBI data from last year, serious crime in Alabama's cities is way down -- down 19 percent in Birmingham and 15 percent in Huntsville. One good reason for that decrease is that, as of September, the President's 1994 Crime Bill had funded 1,250 new police officers in communities across Alabama.

At the Department of Transportation, we are working hard to support the President's economic growth goals for America and for Alabama. Since 1993, Alabama has received $1.6 billion in federal highway aid, helping to generate more than 69,000 jobs through the end of fiscal year 1997. We've also brought $136 million in aviation funds to build or renovate airports and over $79 million in transit funds.

But as the President said so eloquently in his speech to the Democratic Leadership Council earlier this week, "This is not a time for self-congratulation." There are still far too many Americans "who have not yet felt the benefit of the ideas we are pushing. There are many neighborhoods that still haven't seen the

revitalization of enterprise "there are many schools that still are not working for their children."

In addition to these old issues we must deal with, there are also some new issues. As the President also said, "We have not yet completed the process of transforming this country for the 21st century, for the Information Age, and all of you know it."

Politics in the information age is a whole new ball game. When Dr. King gave his sermon 30 years ago, racism was "out front and in your face." Today, the issues can be very subtle.

On Tuesday, the Supreme Court heard arguments on how the Census Bureau will determine the U.S. population in the year 2000. Superficially, the issue is purely technical -- should we use a straight head count or can we supplement that head count with expert estimates designed to correct for people who were left out.

Let me assure you, this is not a technical issue. In 1990, the census undercounted approximately 4 million people -- that's about the same number who were counted all together in the first census 200 years ago. Even more troubling, the 1990 census was even less accurate than the 1980 census. We are moving in the wrong direction.

And guess who is being left out? African-Americans, Hispanics, Asians and American Indians are being missed at a much greater rate than whites. So whether the Census Bureau is allowed to estimate a portion of the population has crucial implications.

It could change how the 435 seats in Congress are divided among the states, and how local voting districts are drawn within the states. This, in turn, will affect how we in the federal government channel $180 billion in grants every year for programs covering everything from highways and housing to education, health services and crime fighting.

If anyone aspires to be a "drum major for politics" as we approach the dawn of a new century and a new millennium, let me assure you there is plenty of room at the front of the parade. We have a big job ahead of us -- and we need all the help we can get to move this nation forward to where it needs to be.

With the help of the SCLC and the people of Alabama, the citizens of this country sent a strong message to Washington on Election Day last month. And by helping to get out the vote in Alabama, SCLC and the churches you represent did a great job, for which I personally thank you.

As the President said on Monday, "The American people have made it clear that they expect us to focus on modern schools and world-class education for their children, on a sound social security system for the 21st century, [and] on strong patient protection in the area of managed care."

With your continued support, the best accomplishments of this administration are still ahead of us.

As we celebrate thirty years of accomplishment in civil rights, which started right here in Alabama the year I was born -- 1955 -- let us turn again to the words of Dr. Martin Luther King Jr., and study them in depth.

Dr. King did not despise, belittle or downplay the importance of individual achievement. On the contrary, he knew the meaning of real achievement. Real achievement consists in serving those who are "the least among us."

As Dr. King concluded the sermon for which this award was named, his words ring out for the ages.

"Yes, Jesus, I want to be on your right side or your left side, not for any selfish reason. I want to be on your right or your best side, not in terms of some political kingdom or ambition. But I just want to be there in love and in justice and in truth and in commitment to others, so that we can make of this old world a new world.

With SCLC's leadership, we have moved much closer to that new world than many imagined was possible. We still have a long way to go, but we are on the path. I do not know how long it will take to reach the Promised Land. But I do know this. With your dedication and commitment, I have no doubt whatsoever, that we will get there "some day."

# # # #

5.15

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ROSA PARKS 43RD ANNIVERSARY
MONTGOMERY BUS BOYCOTT
DECEMBER 6, 1998
WASHINGTON, D.C.

TALKING POINTS WERE NOT DELIVERED

- Thank you. Friday evening I visited Anniston, Alabama, where I spoke with the Southern Christian Leadership Conference - Alabama Chapter, at their Annual Convention. We talked about Dr. King and the Montgomery Bus Boycott -- the momentous event Mrs. Parks set in motion.

- We talked about how Dr. King was not chosen to be the boycott spokesman because of his great preaching style or his popularity. In fact, he was so unknown, he was initially refused entry into the meeting room.

- Dr. King was chosen because, during that meeting, each time he spoke, he truly conveyed the mood and sentiment of the entire community.

- And just as Dr. King was chosen, Mrs. Parks was chosen. Her actions on that cool December night, spoke volumes to the mood and sentiment, of not just the people of Montgomery, but of the entire nation. Our people had had enough.

- Mrs. Parks was not a well-known face in Montgomery nor a great leader, able to sway people with her message. But, she *was* a hard-working, struggling seamstress, trying to make ends meet. She *was*, at the end of the day, the same as every African American in 1955 -- tired and worn-out from a hard day's labor -- tired and worn out from the constant struggle to build a decent life in segregated America.

- And Dr. King, on December 5th, in his first boycott speech at the Holt Street Baptist Church, echoed those sentiments 'there comes a time when people get tired... tired of being segregated and humiliated; tired of being kicked about by the brutal feet of oppression.'

- Mrs. Parks, I and all of America, thank you, praise you and honor you. Your decision to sit made this great nation stand taller, and come to realize the *true* meaning of its creed -- that all men are created equal.

- As Gordon Linton, my administrator for the Federal Transit Administration so eloquently puts it, "It is because you chose to sit where you sat, that I can stand where I stand." # # # #

5)14

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
COMMUTER BENEFITS CONFERENCE
DECEMBER 8, 1998
PROVIDENCE, RHODE ISLAND

Good afternoon. Thank you Senator (John) Chafee. I am delighted to join you to close out today's conference.

Governor (Lincoln) Almond, it is a pleasure to be back in the Ocean State to witness the great renaissance taking place in Providence.

My last visit to Rhode Island was in April, 1997. I was in Warwick to testify at a field hearing on the, then future, surface transportation bill. As a matter of fact -- it was a hearing sponsored by Senator Chafee's Public Works and Environment Committee.

President Clinton signed that bipartisan legislation -- the Transportation Equity Act for the 21st Century -- last June. This bill is America's down payment on a world-class transportation system for the next century. Clearly, Rhode Island is building on that investment.

Let me say, you have an outstanding advocate in Washington. "Hope" is your State Motto and Senator Chafee consistently brings hope and opportunity to the people of this wonderful state. We would not be here today, were it not for Senator Chafee's excellent work.

I also want to acknowledge Anna Prager (PRAY-ger) and the Rhode Island Public Transit Authority (RIPTA) Board of Directors -- you helped make Commuter Check a reality in Rhode Island.

Dr. (Beverly) Scott, (RIPTA GM) -- we miss you in Washington (former WMATA Dep. GM), but I know you are doing great things for transit in Rhode Island.

Transit 2000 is building a world-class transit system for RIPTA's 20 million-plus riders. In June the Link System in downtown Providence will be up and running as will the pilot project Newport-to-Providence high speed commuter ferry. The new Kid Stop (transit stop child care center) coming to Pawtucket (Puh-tucket) will improve commuting choices for parents. And the "One Rate-Ocean State" program will increase ridership while reducing transportation costs for riders.

Dr. Scott I applaud your innovation and commitment to transit and to the people of Rhode Island. You truly understand transportation *is* the tie that binds -- improving Rhode Islanders quality of life.

Last week President Clinton was here to talk about Safe Drinking Water. He chose pristine Rhode Island as the back-drop for his announcement to further improve the quality of life for American families.

And America's quality of life is a central issue for the Clinton-Gore Administration. Today, we have the lowest unemployment in 28 years; the lowest percentage of our people on welfare in 29 years; the first balanced budget and surplus in 29 years. Home ownership is the highest in our history. And for the first time in more than 20 years, American wages -- in *all* income groups -- are on the rise.

Here in Rhode Island, unemployment is at five percent. Downtown Providence is on the upswing; Ouonset (Kwan-set) Point is becoming a major economic hub; and Newport is witnessing record construction.

All of this growth creates jobs and opportunity -- improving Rhode Islanders' quality of life. But with it comes longer commutes, traffic congestion and air pollution.

RIPTA's Commuter Check Program will go far to address these issues.

Commuter Check will allow employers to provide easy, inexpensive transit benefits. And with the recent tax changes, these benefits now get the same tax treatment as parking benefits.

For employees, it means less-costly commuting choices and improved quality of life.

And for Rhode Island, it means reduced traffic congestion and improved air quality. Every person using transit means one less car in rush-hour traffic -- easing congestion and reducing pollution.

Commuter benefits have truly evolved and improved as we recognize the critical need for alternative commuting choices. In 1984 benefits were limited to $15 a month. Today it is $65 and by 2002 -- $100.

Clearly, the Commuter Check Program demonstrates the commitment of the President and the Vice President to put the American people first -- to help working people in a very real way -- to improve their quality of life.

Let me say, this program really works -- the proof is in the pudding.

Every year, in New York City (first commuter benefits program), nearly 6,000 employers buy $50 million in TransitChecks for the New York, New Jersey and Connecticut area.

In San Francisco, one thousand employers purchase and distribute $6 million in Commuter Checks annually.

More than 1,800 Metropolitan Washington area employers spend about $28 million a year to send 80,000 employees -- nearly 5,000 are from DOT -- to work by transit.

In the movie "A Field of Dreams," Kevin Costner's character was told to build the field and the spectators would come. Let me tell you the Commuter Check Program is even better than that field of dreams.

If you build this program into your business, your employees will definitely come to use it. There are no losers here.

I cannot think of a better program that has such an enormous payoff for *everyone* involved. It is a win for employers -- a win for employees -- a win for families -- and, without a doubt, a win for the environment.

I congratulate Senator Chafee, Governor Almond, Dr. Scott, and the RIPTA Board of Directors for bringing Commuter Check to Rhode Island. I encourage every Rhode Island employer to sign on to this excellent opportunity.

Transportation is about so much more than concrete, asphalt and steel: it is about people and their pursuit of happiness.

Commuter Check is a transportation solution that expands opportunity -- opportunity for every Rhode Islander to enjoy greater prosperity and a better quality of life. I know our best days are yet to come.

# # # #

PREPARED REMARKS
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
1998 PROJECT IMPACT SUMMIT
WASHINGTON, DC
DECEMBER 9, 1998

(Introduction by FEMA director *James Lee Witt,* precedes)

In term of temperament, my fellow Arkansan, *James Lee Witt,* is a great person to work withCbut when I pick up the phone and hear his voice on the other end, my heart skips a beat.

YI just know he's going to tell me we have a disaster underway somewhere. So, even though he is a great person, I wouldn't go so far as to say I look forward to working with him on a regular basis.

Working with him today is a pleasant exception. I am delighted to join this "community of communities" this morning as you begin your first-ever, *Project Impact Summit* -- a gathering of "frontline" communities committed to common sense preparedness against possible disasters.

There is an old saying that goes something like this: "fool me once, and you're at fault. Fool me twice and I'm a slow learner. Fool me three times and *get a clue."*

The communities, businesses and federal officials gathered here today definitely have a clue. Director Witt has already shared some of your wonderful preparedness success stories with me, and I want to take this opportunity to let you know how impressed I am with your work and accomplishments.

Your efforts to make your communities safe and disaster resistant truly make a difference.

DOT knows this from first-hand experience. After Hurricane Georges hit, we sent a team down to Pascagoula, Mississippi -- which is one of Project Impact's cities -- to assess the damage. It was all too obvious that those areas of the city built without regard to the design and construction principles of Project Impact fared far worse than those areas built to withstand the likelihood of a natural disaster.

I was particularly impressed to find out how well our new Coast Guard facility in Pascagoula -- which <u>was</u> built according to Project Impact principlesCweathered the storm.

I strongly believe in the principle of 'find the good and praise it, ' so I am especially delighted that you have set aside time at this important meeting to recognize <u>individuals</u>, <u>communities</u> and <u>organizations</u> which have outstanding programs for mitigating the possible effects of disasters.

I am also impressed by the rest of your agenda -- that you will have opportunities to learn and share with each other, what works and what doesn't work. And I am also pleased that you will have the opportunity to network with knowledgeable experts from private industry, the volunteer sector and all levels of government.

We need to work together and we need to learn from each other. The cost of natural disasters is enormous, and seems to be rising. So far in 1998, more than 400 lives have been lost as a result of disasters. The cost of Hurricane Georges is fast approaching $2 billionCand may end up even higher than the cost of Hurricane Andrew.

Internationally, we are now addressing the nearly incomprehensible loss of life and property in Central America from Hurricane Mitch, with more than 10,000 lives lost and several billion dollars in property damage. Our government is engaged in an unprecedented effort to provide both short and long term help to our Central American neighbors.

Next Tuesday I will join with the transport ministers from 34 Western Hemisphere nations in New Orleans as we sign an historic Memorandum of Understanding on Disaster Response Cooperation in Central America. These plans should help us do a better job of dealing with future disasters.

But you don't have to be a weather expert to know this won't be the last hurricane to hit Central America. The governments of the Western Hemisphere need to take a page from Project Impact's book and encourage proactive prevention throughout this hemisphere.

We must, as Director Witt has said on numerous occasions, "Change the way we do business -- shift to proactive prevention and take action before disaster strikes." By following the example of Project Impact, I believe we are on target to do just that. Thank youCand have a great meeting!

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TALKING POINTS
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
UNITED WAY of the CAPITAL AREA FINALE LUNCHEON
DECEMBER 9, 1998
WASHINGTON, D.C.

(Introduction to be made by Terry Connelly, Director of the United Way)

Thank you, Terry, for that kind introduction. I'm happy that I can be with you today to celebrate another successful year of giving.

In 1993, President-elect Clinton challenged 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 asked 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 for the United Way effort. Federal employees did their part, and they did it with a "cheerful spirit."

I have been proud to serve once again as the Chairman of this year's Governmentwide Combined Federal Campaign in the Washington area. I can think of no more appropriate -- or personally fulfilling -- way of

responding to the President's challenge to serve the community.

I see community service as essential to my role as Secretary of Transportation, because Government -- above all else -- is about people.

Government is more than policies and programs -- it's about people helping people. Participation in the United Way effort through the CFC campaign gives us a chance to demonstrate our dedication to the common good.

Over the years, government employees in the National Capital Area have earned a solid reputation for public service. Many of them live their commitment to their ideals on a daily basis.

They give time or money to a wide variety of charities and community service activities without ever being asked. Their dedication to helping others is an inspiration, and I take personal pride in the example that Government employees set for the community at large.

As Chairman of the CFC, I believe that I speak for all of those people when I say that we welcome the

opportunity be "partners in generosity" with the private sector.

Through each campaign, every year we experience the power of cooperation -- the power to make this a better world for those in need and to build hope for the future.

My life has been blessed by my experience as a member of the United Way team. Congratulations on your successes this year and in the past. And remember, the best is yet to come.

# # # # #

5.10

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ONE DOT PARTNERING FOR EXCELLENCE - GARRETT A. MORGAN
DECEMBER 10, 1998
HAWTHORNE, CALIFORNIA

Acknowledgments

Captain Charles Williams, US Coast Guard - facilitator

David Nelson, FHWA - facilitator

1998 recipient of the Aleman-Parker Award for Excellence in Civil Rights, FHWA's highest civil rights award. Creator of the very successful Mathematics Engineering & Science Achievement (MESA) summer program for ninth and tenth grade students at Arizona State University

Ms. Evelyn Woolridge, FAA Regional Office - conference organizer and host

Mr. Joe Steinbeck, FHWA - Region Nine ONE DOT organizer

- I am delighted to meet with you and to hear about your outstanding Garrett A. Morgan ONE DOT efforts.

- ONE DOT concept builds on the strengths of the modes, the Office of the Secretary and intermodal collaboration to achieve Department mission and goals.

- Not a goal in and of itself -- but the way to help us achieve our strategic goals, ***and*** to bring about our vision -- leading the way to transportation excellence in the 21st century.

- ONE DOT benefits ALL DOT, and the American public we serve. A message we want every employee to hear, to understand, and to embrace.

- Closely follow your ONE DOT activities through Administrator Garvey -- headquarters champion. She sends her good wishes for a successful conference.

  -- look forward to working with your new regional Champion - Director (Leon) Witman (FHWA).

- Happy to see Garrett A. Morgan is one of your six ONE DOT initiatives.

  -- look forward to hearing more about your Aviation Academy program at Arizona State University -- donating computers to area schools -- individual employees volunteering as tutors

- The future of this nation's transportation system is in the hands of the next generation.

- With the transportation workforce soon to retire -- America needs to begin filling the "pipeline" with highly trained transportation technology workers for the new century.

  -- ***future bridge architects, high-speed rail engineers, safety specialists, pilots, aviation mechanics***

  -- the technology experts to <u>build and run</u> the <u>transportation system of the 21st century</u>

- As many of you know -- one in seven jobs in America today is transportation-related

  -- transportation sector jobs have some of the <u>highest wages</u> in our economy

  -- right now, there is a <u>serious shortage</u> of workers for technology jobs like these.

  -- we need <u>highly educated</u>, <u>highly skilled</u> employees

  -- already have a critical shortage of aviation mechanics -- today we need 44,000

- In 1978, 243 million people flew on U.S. carriers, twenty years later -- 600 million and by 2015 1 billion will fly annually

  -- will need more than the 125,000 commercial pilots we have today to accommodate all of those travelers.

- President Clinton has challenged us to ensure that all American children have marketable skills for 21st century jobs.

  -- at the Department of Transportation -- through efforts like yours -- we are responding to the challenge

  -- our Garrett A. Morgan Transportation and Technology Futures program is insuring that today's <u>students are prepared to design</u>, <u>develop</u> and <u>deploy</u> the <u>complex transportation systems</u> of tomorrow.

- This is why the Garrett A. Morgan Technology and Transportation Futures Program is so critical.

- Through ONE DOT events like yours, we have a terrific opportunity to learn from each other and build on the collective creativity of the DOT workforce.

- You represent an excellent network of people with a shared commitment to the Garrett A. Morgan program. Keep up the great work.

- Region Nine leading by example -- your hard work helps ONE DOT succeed throughout the Department. I applaud your commitment and I look forward to hearing more of your accomplishments.

# # # #

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, December 9, 1998

Contact: Bill Adams
Telephone: 202-366-5580

Media Advisory

Transportation Secretary Slater To Join in Groundbreaking Ceremony Celebrating Start of Alameda Corridor Construction

U.S. Transportation Secretary Rodney E. Slater, at 10 a.m. PST Dec. 10, 1998, will join U.S. Congresswoman Juanita Millender-McDonald (Calif.), California Governor Pete Wilson, Long Beach Mayor Beverly O'Neill, other elected officials and government, business and industry representatives in a ground breaking ceremony celebrating the start of construction of the 10-mile, mid-corridor trench and track project, the single largest component of the $2.4 billion Alameda Corridor.

WHO: U.S. Transportation Secretary Rodney E. Slater
U.S. Congresswoman Juanita Millender-McDonald
California Governor Pete Wilson
Long Beach Mayor Beverly O'Neill
Other Elected Officials
Government, Business and Industry Representatives.

WHAT: Groundbreaking Ceremony for Alameda Corridor Construction

WHEN: 10 a.m. Pacific, Dec. 10, 1998

WHERE: Iron Mountain Company
2461 Seminole Ave.
South Gate, Calif.

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5 of 12

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
ALAMEDA CORRIDOR GROUND BREAKING CEREMONY
DECEMBER 10, 1998
LOS ANGELES, CALIFORNIA

On January 17, 1997, President Clinton made good on a promise to the people of Southern California. With then-Secretary Federico Peña, Mayor Riordan and Mayor O'Neill, he signed a landmark $400 million federal loan agreement to move the Alameda Corridor project -- the largest of its kind in the country -- forward.

Using the Alameda Corridor as a model, Congress recently passed the *Transportation Infrastructure Finance and Innovation Act* -- leveraging federal dollars with private capital -- to maximize financing for critical transportation projects throughout the country. This is common sense government working for the people -- tailoring programs to fit, rather than relying on "one size fits all."

Today we herald a new transportation era for Southern California *and* for this nation. It is an era of increased economic growth and improved intermodal connections -- moving goods more efficiently while creating jobs and opportunity.

The Alameda Corridor represents not only opportunity for this region, but it is an investment in America's future as we move from strength to strength.

The Ports of Long Beach and Los Angeles -- the gateway to the Pacific Rim -- handle one quarter of *all* U.S. waterborne international trade -- over $116 billion annually. By 2010 that figure is expected to more than double to $253 billion every year.

This 20-mile corridor means greater transportation efficiency between the ports and rail yards, rapidly moving cargo -- at less cost -- to every American business involved in Pacific Rim trade. And every shipload efficiently delivered means more good-paying jobs for the American people and lowers costs for all consumers.

- more -

Nationwide, 2.5 million jobs are linked to trade through these ports. Looking forward, this investment is sure to create more jobs -- contributing to the overall economic health of Los Angeles.

For the people of the Southeast Los Angeles and the "Corridor Cities," Carson, Compton, Huntington Park, Lynwood, South Gate and Vernon, it means improved safety -- President Clinton's highest transportation priority -- by eliminating 200 railroad crossings on area roads. And, it means improved air quality and easier commutes -- improving quality of life -- by reducing traffic congestion.

While the project will bring enormous benefit to everyone involved, the "Corridor Cities" will have to endure the growing pains. To help mitigate the impact of the corridor's multi-year construction, nearly $2 million in federal funds has been allocated to assist the cities with rerouting traffic.

The Alameda Corridor is about putting the American people first -- creating jobs and boosting economies by providing a rapid and efficient link between American companies and America's gateway to the Asian Pacific markets.

Clearly, President Clinton and Vice President Gore are committed to putting the American people first. Under their leadership our economy is strong -- more than 17 million new jobs in the past six years. Unemployment is down -- 4.4 percent last month. Real wages are up -- 3.7 percent -- more than twice the rate of inflation. And construction jobs are on the rise -- clearly, this project is a testament.

Today we are laying the tracks for more jobs, a better quality of life and strong American leadership in the global economy of the new century.

The Alameda Corridor is a transportation solution that expands opportunity -- opportunity for Southern California to enjoy greater prosperity.

It will ensure that California has a world-class transportation system that is intelligent in nature, intermodal in form, international in reach, and inclusive in service.

A transportation system that efficiently and effectively moves everyone and everything -- everywhere in a 21st century world.

/

I believe transportation is the tie that binds. It keep our communities vibrant and our people free to pursue happiness and opportunity. With the completion of the Alameda Corridor in 2001, I truly believe our best days are yet to come.

# # # #

5.11

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
CALTRAN TRANSPORTATION MANAGEMENT CENTER OPENING
DECEMBER 10, 1998
LOS ANGELES, CALIFORNIA

Good afternoon. Clearly, this new state-of-the-art Traffic Management Center (TMC) -- a joint Caltrans and California Highway Patrol partnership -- is a transportation technology masterpiece.

TMC showcases how the information age is revolutionizing our nation's transportation system and how we provide the best available transportation services to the American people.

Using the latest information and communications technologies, TMC allows us to better operate and manage our surface transportation system -- we call this Intelligent Transportation Systems or ITS

ITS takes Mr. Loyd Sigman's "SigAlert" to the next level. The technology now allows us to truly look at and understand the entire transportation network as a whole -- as a system of systems -- by bringing together transit, highway, police, fire, rescue, fleet operations, and more.

It reduces congestion in our cities, speeds the delivery of goods and services, and improves safety -- President Clinton and Vice President Gore's highest transportation priority -- by preventing crashes.

ITS is a model for the nation to follow. We are seeing the benefits through smart traffic signals; electronic toll lanes; and traffic management systems on freeways. Metropolitan areas such as Seattle, Phoenix, San Antonio and New York have begun to adopt this technology.

Just as we created a blueprint for an Interstate system that tied our nation together, we have created a 21st century blueprint for an "Electronic Interstate" that can enhance our transportation system – saving time, money and lives.

- more -

TMC is a transportation solution that improves safety and services for commuters on Southern California freeways.

It will ensure that California has a world-class, intelligent transportation system. A transportation system that efficiently and effectively moves everyone and everything -- everywhere in a 21st century world.

I believe transportation is the tie that binds. It keeps our communities vibrant and our people free to pursue happiness and opportunity. With the opening of this state-of-the-art transportation management center, I truly believe our best days are yet to come.

# # # #

PREPARED REMARKS
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
NATIONAL COUNCIL OF BLACK CHURCHES
1998 ANNUAL CONSULTATION CLOSING BREAKFAST
COLUMBIA, SOUTH CAROLINA
DECEMBER 11, 1998

(Introduction by CNBC Chairman, Dr. Wallace Hartsfield)

Thank you, Reverend Dr. Hartsfield, for that generous introduction.

At occasions like this, it is generally the custom to begin one's remarks by acknowledging the most famous or important people in the room.

If I were to conform to that custom this morning, I would certainly need to acknowledge Dr. Hartsfield's role as national chairman of the Congress of National Black Churches. And I would also want to recognize the founder and chairman emeritus of CNBC, Bishop James Hurst Adams, as well as this great organization's executive director, Ms. Sullivan Robinson.

And, if I were going to do acknowledgments at this breakfast, I would certainly mention Dr. James Forbes, Senior Pastor of the Riverside Church in New York City, who -- I am told -- delivered a fine keynote to open this year's Consultation.

In one way or another, everyone in this room this morning is notable. So it is probably a good thing that I am not starting this speech with acknowledgments. Otherwise, your breakfast might get cold and I might miss my plane.

The reason I'm not doing acknowledgments in the traditional way this morning, is that I recently became reacquainted with Dr. Martin Luther King's sermon on *The Drum Major Instinct* explaining why we human beings really seek acknowledgment.

You probably remember Dr. King's message: "There is, deep down within all of us, an instinct. It's a kind of *drum major instinct* -- the desire to be out in front, the desire to lead the parade."

We are often amused when small children push their way to the front. But as we grow older, is the drum major instinct that causes many us to live above our means in order to impress others. And it is the drum major instinct that leads to self-centered boasting and a distorted personality that pushes others <u>down</u> in order to push us <u>up.</u>

And, as Dr. King also pointed out, "a lot of the race problem grows out of the drum major instinct -- a need some people have to feel superior -- and need that some people have to feel they are first."

The really amazing thing about Dr. King's sermon -- his basic point, actually -- is that he did not call upon his listeners in the pew to *resist* the drum major instinct. Instead, he sought to harness force in a positive way in the service of others.

He sought to redirect the powerful energies behind racism and pride into the more productive channel of service to others.

As Dr. King said, "If you want to be important -- wonderful. If you want to be recognized -- wonderful. If you want to be great -- wonderful. But recognize that he who is the greatest among you shall be your servant. That's your new definition of greatness."

Keeping Dr. King's vision in mind, let's look at how government, community organizations and churches can put the natural human desire to march at the front of the parade to work on behalf of the communities we love. As a matter of fact, when it comes to serving the American people, let's celebrate what churches and governments are doing right.

With 65,000 churches and more than 20 million members, CNBC is already the largest African-American faith-based organization in the parade for human empowerment. In many of our towns and cities, you *are* the parade.

You also have a demonstrated track record for working well with business and government organizations.

CNBC or its affiliate churches, has formed partnerships with

The National Council of Churches
The Department of Housing and Urban Development
The Lilly Endowment
The Department of Justice
The National Urban League
And the Department of Health and Human Services, to name just a few.

Through the AME Church, you also work directly with one of my favorite Department of Transportation initiatives the Garrett A. Morgan Technology and Transportation Futures Program.

Through Garrett Morgan, we are reaching out to 1 million young people to let them know that good transportation jobs are available to those who stay in school and study the hard subjects, like science and math. Our priority focus is on schools with high minority enrollment.

I created Garrett Morgan at the direct request of President Clinton, who asked each of us in the cabinet to find ways to positively impact our educational system.

At the other end of the education pipeline, the Department of Transportation continues to invest more than $10 million annually in Historically Black Colleges. We will soon be adding an additional $5.3 million for HBCU University Transportation Centers.

The driving force behind all of our programs to empower communities is leadership from the top. In Bill Clinton, you have a president who has been committed to the priority concerns of African-Americans since Day One.

And the top priority for African-Americans, like all other Americans, remains the economy.

Under Bill Clinton's leadership, we have the strongest economy in a generation. We not only have a balanced budget; we have the first budget surplus in 30 years. More than that, we also have nearly 17 million new jobs, the fastest wage growth in more than two decades, the lowest unemployment in 30 years and the highest home ownership rate in history.

I know we need to do more. But I am especially proud of the fact that under President Clinton the African-American unemployment rate has dropped from more than 14 percent to just 9 percent -- the lowest African-American poverty rate ever. This is economic growth that's not only strong, but also broadly based.

You can measure how broad that base is by counting the record number of new, small businesses, including record numbers owned by members of minority groups and women. These businesses are generating prosperity today and laying the foundation for success tomorrow.

One important role of government is to give occasionally give these fledgling businesses the jump-start they sometimes need to succeed.

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, and we needed to repair it *fast*. We cut red tape, and we finished those repairs in record time.

Yet we did it without shunting disadvantaged enterprises to the side. In fact, they were able to participate at record rates: 38 percent of the Los Angeles clean up and repair work was done by minority and women-owned businesses.

President Clinton and Vice President Gore are committed to providing equal opportunity and access to all Americans, including women and minorities. Last spring, the Administration fought to preserve equal opportunity programs for qualified small and disadvantaged businesses competing for highway and construction contracts.

A bipartisan majority of Congress supported this program to combat discrimination. This is arguably our most dynamic win on affirmative action during this Presidential term. The DBE program best exemplifies our "mend, not end"

policy, providing fair and equal access for small business without creating quotas or reverse discrimination of any kind, and without awarding any contract to a business not fully qualified.

Another transportation issue of particular interest to African Americans, is *Access to Jobs.* As President Clinton said, in his State of the Union Message last January, "One of the biggest barriers facing people moving from the welfare rolls to payrolls, is finding transportation to jobs, to training and to child care."

Two thirds of all new jobs are in the suburbs, but three out of four welfare recipients live in urban or rural areas with few transit connections to those jobs. The simple truth is that people cannot go to work if they cannot get to work.

The new surface transportation bill therefore includes a $5-year, $750 million job access program that will help states and communities develop their own local transportation programs. President Clinton is absolutely clear that transportation is the "to" in Welfare to Work.

I work for a President of the United States who knows who we are and understands where we come from. He is the President who 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.

I had the privilege of accompanying the president on his historic trip to the African continent earlier this year. I witnessed first hand, the excitement with which his words were received and the eagerness of Africans to cultivate a stronger relationship with the United States.

What I saw in their eyes is what this week's CNBC meeting is all about.

What I saw was Hope.

As you know and I know, it is going to take church and community and government -- all of us working together -- to build the thriving neighborhoods and strong communities our children and grandchildren deserve and need in the decades to come.

I know we will be able to achieve this -- and the Congress of National Black Churches is one of the strongest reasons for my faith. For twenty years, CNBC has been a beacon of promise for America. You are a living legacy of the power of hope over despair.

Because of your work I am more confident than ever that the day is surely coming when "Justice will flow down like a river, and righteousness like a never failing stream.

God Bless the Congress of National Black Churches -- and God Bless the United States of America!

# # # #

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GAMA LUNCHEON -- SCHOLARSHIP FUND ANNOUNCEMENT
DECEMBER 11, 1998
WASHINGTON, D.C.

Acknowledgements
Ed Stimpson - Honoree
Roger Koch - GAMA Board Member
George Ebbs - President, Embry-Riddle
Perry Fulkerson-VP-Institutional Advancement, Embry-Riddle
GAMA Board of Directors
Former FAA Administrators

- Mr. Stimpson, congratulations on receiving The Wright Brothers Memorial Trophy. Your contributions to aviation are truly outstanding.

- As we celebrate 95 years of aviation, we see that the Wright Brothers indeed, had the "right stuff." Aviation is proof, that given the will, America has the capacity to achieve the impossible.

- GAMA and the Department of Transportation have a long history together. GAMA is a great supporter of our Garrett A. Morgan program and a member of our education roundtable. You truly understand the critical mission we face -- to prepare America's students for transportation careers in the 21st century.

- Mr. Koch (Cook) your generous gift will help us reach that goal -- to train the technology experts needed to build and run the transportation system of the 21st century.
- President Clinton has challenged us to ensure that all American children have marketable skills for 21st century jobs.

  -- The GAMA and DOT partnership will do much to ensure that today's students are prepared to design, develop and deploy the complex transportation systems of tomorrow.

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5.18

News:

U.S. Department of Transportation

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

MEDIA ADVISORY

FOR IMMEDIATE RELEASE

CONTACT: Kara Gerhardt
(202) 366-5565

INTEGRATION, TRADE AND INFRASTRUCTURE TO BE DISCUSSED AT WESTERN HEMISPHERE TRANSPORTATION MINISTERIAL

U. S. Secretary of Transportation Rodney E. Slater will host transportation ministers and senior industry representatives from 34 nations throughout North America, South America and the Caribbean at a Ministerial in New Orleans, Louisiana. The ministers and industry will discuss the future of transportation and the continued expansion of international and hemispheric trade on December 14-16, 1998.

This Ministerial will follow up on the work of the Action Plan developed by the Presidents of the countries of the Western Hemisphere at the Summit of the Americas in Santiago, Chile, last April.

WHO: **Hosted by U.S. Transportation Secretary Rodney E. Slater**
Western Hemisphere Transportation Ministers
Western Hemisphere private industry representatives

WHAT: **Western Hemisphere Transportation Ministerial**

WHEN: **Monday, December 14, 1998**
Tuesday, December 15, 1998
Wednesday, December 16, 1998

WHERE: **Gallier Hall**
545 St. Charles Avenue
New Orleans, Louisiana, U.S.A.

All media must be credentialed to attend official sessions of the Ministerial. Press schedule and credentialing form follows advisory. All public events are listed in the attached press schedule and are subject to change. Media should request credentials by faxing name, affiliation, title, contact, date of birth and country of citizenship on official news agency letterhead to (202) 366-3703.

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****UPDATED****

PRESS SCHEDULE

1998 WESTERN HEMISPHERE TRANSPORTATION MINISTERIAL

MONDAY, DECEMBER 14, 1998

12:00 & 1:30 p.m. Tour of Port of New Orleans aboard Catamaran

2:30 p.m. U.S. Coast Guard Search and Rescue Demonstration

3:00 p.m. High-Speed Ferry Demonstration
Site: Port of New Orleans
Coverage: OPEN

6:30 p.m. WELCOMING RECEPTION
Site: New Orleans Museum of Art
1 Dreyfous Avenue, New Orleans
Coverage: OPEN

8:00 p.m. INTRODUCTION of Ministers and welcoming remarks by Host U.S. Transportation Secretary Rodney Slater
Site: New Orleans Museum of Art
1 Dreyfous Avenue, New Orleans
Coverage: OPEN

TUESDAY, DECEMBER 15, 1998

8:15 a.m. Videoconference Announcement with USAID in Washington, D.C. on the reconstruction on Central America due to Hurricane Georges and Mitch
Site: Gallier Hall, 3rd Floor, Ballroom A
Program: U.S. Secretary of Transportation Slater
Coverage: OPEN

9:00 a.m. OPENING PLENARY - Joint government and industry participation

Site: Gallier Hall, 3rd Floor, Ballroom A
Program: Presentation of the Colors
Presentation of Flags of the 34 nations
Opening remarks by U.S. Secretary of Transportation Slater
Coverage: OPEN

12:45 p.m. PRESS ANNOUNCEMENT - United States and Bolivia to make innovative transportation announcement

Site: World Trade Center, Board Room, 29th Floor
Program: U.S. Secretary of Transportation Rodney Slater

Minister of Transport of Bolivia Jorge Pacheco
Federal Railroad Administrator Jolene Molitoris
Coverage: OPEN

1:00 p.m. LUNCHEON - joint government and industry participation

Site: New Orleans World Trade Center
Program: **Keynote Speaker: Mr. Thomas F. (Mack) McLarty, Former White House Chief of Staff and Special Envoy for the Americas**
Coverage: OPEN

2:30 p.m. PANEL SESSIONS - Joint government and industry participation

Site: Gallier Hall, 3rd Floor
Program: Three simultaneous panels - Topics include:
(1) Transport Privatization and Financing Mechanisms
(2) Enhancing Transportation Safety and Security
(3) Linking Information Networks & Transportation Technology
Coverage: OPEN

4:30 p.m. PRESENTATION on U.S. Brazil Transit Technology Transfer

Site: Gallier Hall, 3rd Floor, Ballroom A
Program: Vice-Minister of Transportation of Brazil Paulo Fontenele
U.S. DOT Federal Transit Admnistrator Gordon Linton
Coverage: OPEN

4:45 p.m. DEMONSTRATION of GeographicInformation System(GIS) Technology

Site: Gallier Hall, 3rd Floor, Ballroom A
Program: U.S. National Imagery and Mapping Agency and the U.S. Department of Transportation
Coverage: OPEN

7:00 p.m. DINNER - Joint Government and Industry participation

Site: The Hotel Inter-Continental
Program: Keynote Address - Mr. Leo Mullen, CEO, Delta Airlines
Coverage: OPEN

WEDNESDAY, DECEMBER 16, 1998

9:30 a.m. CLOSING PLENARY - Joint Government and Industry

Site: Gallier Hall, 3rd Floor, Ballroom A

Program: Summary reports from Panels 1-3
Industry presentations
Summary remarks by U.S. Secretary of Transportation Slater

Coverage: OPEN

12:45 p.m. LUNCHEON - Joint Government and Industry participation

Site: New Orleans World Trade Center

Program: Keynote Address - Mr. Federico Pena, President Vestar Capitol Partners and former U.S. Secretary of Transportation

Coverage: OPEN

3:30 p.m. **CLOSING PRESS CONFERENCE**

Site: Gallier Hall, 3rd Floor, Ballroom A

Coverage: OPEN

7:00 p.m. CLOSING RECEPTION: Night cruise on the Mississippi River concluding with fireworks

Site: Riverboat Cajun Queen - boarding at Spanish Plaza at rear of World Trade Center

Press invited to join cruise as guests - please RSVP in filing center

SHUTTLES: Shuttle transportation will be available to all sites. Please see shuttle schedules at Gallier Hall and the Hotel Inter-Continental.

FILING CENTER: Gallier Hall
545 St. Charles Avenue
New Orleans, Louisiana, U.S.A.

HOTEL: Rooms available upon request at:
Hotel Inter-Continental,
444 St. Charles Avenue
New Orleans, Louisiana, U.S.A.
1-800-445-6563 or (504) 525-5566

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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

FOR IMMEDIATE RELEASE
Friday, December 11, 1998

Contact: Tovah Ravitz
Telephone: (202) 366-4570
Kara Gerhardt - on site
Pager: 1-800-800-7759

Media Advisory

SECRETARY SLATER TO HOLD BILATERAL MEETINGS

New Orleans, LA -- U.S. Transportation Secretary Rodney E. Slater will hold bilateral meetings with his counterparts of the following Western Hemisphere countries during the Western Hemisphere Transportation Ministerial taking place in New Orleans, LA, from December 14 - 16, 1998.

Although the bilateral meetings themselves are closed, the Secretary will hold a media availability immediately following the bilateral meetings. All bilaterals will be held at the Hotel Inter-Continental. All schedules are tentative and subject to change.

SECRETARY SLATER'S BILATERAL MEETING SCHEDULE

Monday, December 14, 1998

1:00 p.m.	Bilateral meeting with Central American Group El Salvador, Guatemala, Honduras, Nicaragua Hotel Inter-Continental 444 St. Charles Ave.
4:00 p.m.	Bilateral meeting with Mauricio Cadenas, Minister of Transportation, Columbia
4:45 p.m.	Bilateral meeting with Jorge Pacheco Franco, Minister of Economic Development, Bolivia
5:30 pm	Bilateral meeting with Dr. Armando Canosa, Secretary of Transportation, Argentina
6:00 pm	Bilateral meeting with Paulo Rubens Fontenele Albuquerque, Vice-Minister of Transport, Brazil

Wednesday, December 16, 1998

8:30 a.m.	Bilateral meeting with Minister David Collennette, Canada
5:15 p.m.	Bilateral meeting with Secretary Carlos Ruiz Sacristan, Mexico

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5.5

News:

U.S. Department of
Transportation

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

OPENING PLENARY SESSION ADDRESS
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
WESTERN HEMISPHERE TRANSPORTATION MINISTERIAL
NEW ORLEANS, LOUISIANA
DECEMBER 15, 1998

I am delighted to officially open this ministerial meeting on the future of transportation in the Western Hemisphere.

Our agenda is clear. As President Clinton emphasized in his letter of welcome, we must develop a strategic vision to integrate this region's transportation system for the 21st century.

I would like to once again express my appreciation to the governments of the Americas represented here today. And I want to emphasize how grateful we are to the distinguished representatives of the private sector who have joined us. As we discuss such issues as trade, economic regulations and market-based economic policies, your counsel will be invaluable.

Let me also take a moment to acknowledge the stepped-up efforts taking place during this ministerial to aid our sister republics in Central America and the Caribbean devastated by the recent hurricanes.

As transportation ministers, we are acutely aware that restoring the roads, railroads and bridges are absolutely essential to speed post-disaster assistance and economic recovery.

Within the last hour we linked up via satellite with a White House conference on disaster relief to announce a new initiative to speed aid to the region. The governments represented here have signed a Memorandum of Consultation to help rebuild the transportation infrastructure shattered by the hurricanes.

By committing ourselves to working together in response to this calamity of biblical proportions, we are acknowledging that a new era of cooperation among the transportation ministries of this hemisphere is already underway.

Perhaps the most powerful force for unity is the emergence of a global economy in which domestic economic growth depends on the economic vitality of the nations with whom we trade. I know this is true for the United States. During the past five years, more than one quarter of U.S. economic growth has come from increased exports.

- more -

By the year 2010, the Western Hemisphere will be a larger market than Western Europe and the Pacific Rim combined.

That is why President Clinton has been so deeply concerned with the recent turmoil in hemispheric financial markets. Our own economic destiny is tightly linked to that of our hemispheric neighbors. Whether your neighbors endure hurricanes or economic storms, in any true community of nations, we are stronger standing together than standing alone.

This new era of cooperation did not begin this morning. Four years ago the democratic nations of the Americas met in an historic Summit of the Americas in Miami. There, in President Clinton's words, the nations of the Western Hemisphere "planted the seed of a new partnership based on a common vision of a democratic prosperous, peaceful, united hemisphere by the 21st century."

The core of that vision was the commitment in Miami to create a free trade area of the Americas by 2005.

Achieving this grand vision of a free trade zone for this hemisphere will mean little if our transportation infrastructure cannot support the rapid increase in multilateral trade we anticipate.

Following the Miami Summit, transportation ministers began to develop a comprehensive Transportation Initiative to support a significant increase in regional trade as well as to promote safety and other objectives.

This Initiative represents the ideas and hard work of many leaders from many nations.

I would like to particularly acknowledge President Clinton's former White House Chief of Staff and Special Envoy for the Americas, "Mack" McLarty who moved this agenda forward during more than 40 trips to the region. Mack will be the keynote speaker at today's luncheon.

I would also like to thank my predecessor as U.S. Transportation Secretary, Fredrico Peña, who was a major force behind the Transportation Initiative.

Credit is also due Chilean Transport Minister Claudio Hohman, who hosted the 1996 meeting of transport ministers that officially adopted the Initiative.

Working together, the transportation ministries of the hemisphere were successful in their efforts to have our transportation initiative included as an official item for the second Summit of the Americas, held in Santiago, Chile last April.

The heads of state who met in Santiago adopted significant portions of the Transportation Initiative as part of the Summit's Action Agenda. These leaders recognized that a thriving market of 800 million people requires significant improvements in our hemisphere's transportation infrastructure.

As President Clinton also emphasized in his letter of welcome, "An efficient, safe, and well-integrated transportation system is crucial to the Western Hemisphere's continued economic growth and prosperity. Your meeting will be an important follow-up to last April's Summit..."

The regional transportation goals established in Santiago require us to move much further -- and much faster -- down the road of integrated transportation systems than many of us would have imagined possible only a few years ago.

That is why our agenda here in New Orleans is so rigorous.

The first Minister's Roundtable, immediately following this Plenary, is designed to allow ministers to discuss their vision for integration of the hemisphere's transportation system.

This afternoon's panel sessions will explore ways to implement the transportation portions of the Santiago Summit Action Plan. The key points raised by each panel will be summarized and reported to the ministers for action.

If we are visionary and vigilant about working here in New Orleans, I am confident that we will be able to establish a firm foundation for a world-class transportation system in this hemisphere.

However, as we share ideas over the next three days, it will be important to remember the difference between predicting the future and creating a vision.

At the beginning of this century, one of North America's most celebrated astronomers -- Simon Newcomb -- strongly denied the possibility of powered flight.

As he put it, "No possible combination of known substances, known forms of machinery, and known forms of force can be united in a practical machine by which men shall fly long distances through the air."

That was a prediction.

But even as Newcomb put this prediction on paper, Wilber and Orville Wright were putting the finishing touches on the Flyer that would prove Newcomb wrong at Kitty Hawk, North Carolina.

The Wright Brothers had a vision.

And so do we. Our vision is of a seamless network of highways, rail lines, shipping routes and aviation corridors stretching from the Yukon to Tierra del Fuego. By supporting the growth of commerce and tourism throughout the Americas, this integrated network will bring new opportunities for the people of this hemisphere in the next century and the next millennium.

This Thursday, December 17th, I will participate in ceremonies commemorating the first flight of the Wright Brothers plane. Ninety-five years after that first flight, orbiting satellites and a space station overhead remind us of the power of the Wright Brothers vision.

We continue to move from strength to strength. A century from now, our meeting in New Orleans could be remembered as the "Kitty Hawk" where integrated transportation for the Western Hemisphere first took flight.

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516

INTRODUCTION OF DELTA AIRLINES PRESIDENT LEO F. MULLIN
BY TRANSPORTATION SECRETARY RODNEY E. SLATER
GOVERNMENT INDUSTRY DINNER
WESTERN HEMISPHERE MINISTERIAL
NEW ORLEANS, LOUISIANA
DECEMBER 15, 1998

Thank you, Mack.

In my welcoming remarks last night and this morning, I emphasized how delighted we are that the private sector is so well represented at this pivotal meeting.

As we chart the future of transportation in this hemisphere, I am convinced that it is essential that those of us who represent government not only hear from the leaders of business and industry, but that we *listen* to them.

Tonight we have the privilege to consider the views of a business leader whose breadth of experience includes leadership positions in at least seven industries:

Leo F. Mullin will speak to us this evening in his role as President and Chief Executive Officer of Delta Airlines.

Prior to joining Delta, Mr. Mullin held top management positions with -- Unicom Corporation and its chief subsidiary, Commonwealth Edison; America's 10th largest commercial bank, First Chicago and its subsidiary, American National Bank; The Consolidated Rail Corporation, better known as Conrail; and the management consulting firm of McKinsey & Company.

Mr. Mullin currently serves on the corporate boards of BellSouth Corporation and Inland Steel and his academic accomplishments are as impressive as his management experience.

He earned his degree in engineering and applied physics from Harvard College, a degree in applied mathematics from the Harvard Graduate School of Arts and Sciences, and a M.B.A. from the Harvard Business School.

I guess it would be fair to say that he is "A Harvard Man."

But have no fear that tonight's speaker will give us a dry academic lecture on the state of advanced particle physics -- although, he *could* if he wanted to.

Instead we will be privileged to hear what a vision for the integration of 21st century transportation looks like from the Chairman's office of one of the world's great airlines.

Ladies and gentlemen, let's give a warm welcome to the Chairman and Chief Executive Officer of Delta Airlines, Mr. Leo Mullin.

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5/7

SCRIPT FOR SATELLITE PARTICIPATION
CENTRAL AMERICAN RECONSTRUCTION: A CALL TO ACTION
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
DECEMBER 15, 1998

SHOT	SCRIPT
(Open with full frontal shot of Tipper Gore speaking)	**TIPPER GORE:** **Now Transportation Secretary Rodney Slater is joining us from New Orleans.** **I understand you have some good news for us. And that Mack McClarty is there with you.**
(Cut to frontal shot of Mack McClarty and Sec. Slater)	**MACK McCLARTY** (McClarty comments)
(Cut to Sec. Slater)	SLATER: **I am meeting with the transportation ministers of the Western Hemisphere here New Orleans this week and we have an announcement we would like to share with *The Call to Action*.**
(Pull back to show all ministers)	**We've just signed a formal agreement to work together to rebuild the shattered transportation systems of Central America.**

(Cut to face shot of Sec. Slater)

SLATER

We've got to get the roads, the railroads and the bridges of Central America back into full operation—especially in those areas most severely affected by the storms.

Until transportation is fully restored, only limited quantities of relief supplies can get through to the hardest-hit communities.

I'm talking about the essentials—food, clean water and emergency medicine.

And even after the initial clean-up is over, overall transportation systems must be in good working order to speed full economic recovery.

(Pull back to show group behind Sec. Slater)

Today's agreement is an encouraging sign of growing hemispheric cooperation.

The transportation ministers were already scheduled to meet this week, as a follow up to the Hemispheric Summit attended by President Clinton and his fellow Heads of State in Santiago, Chile last April.

(Face shot of Sec. Slater)

SLATER

One of the specific commitments President Clinton and the other presidents made in Santiago, was to coordinate plans for managing disasters like Hurricane Mitch.

Today's agreement moves us forward on this agenda.

By agreeing to coordinate transportation disaster relief to Central America this morning, we've got our Ministerial meeting off to a great start.

(Pull back gradually as he finishes)

I hope we have also encouraged all of you to join the President in his commitment to the full and complete recovery of Central America.

280 words—about 3 minutes

514

PREPARED STATEMENT
TRANSPORTATION SECRETARY RODNEY E. SLATER
WESTERN HEMISPHERE MINISTERIAL
NEW ORLEANS, LOUISIANA
DECEMBER 16, 1998

The meeting of Western Hemisphere Transportation Ministers just concluded is a major step forward to a better life in the next century and the new millennium for the 800 million people of the Americas.

We met as a follow up to the Santiago Summit of the Americas, attended by President Clinton and the other democratic leaders of our hemisphere, which adopted a Transportation Initiative as part of its Action Agenda.

As a result of actions taken this week in New Orleans, there is new momentum toward good jobs and a higher standard of living through increased trade and tourism among the countries of the region in the 21st century. By the year 2010, we fully expect the Western Hemisphere to be a larger market than Western Europe and the Pacific Rim combined.

As President Clinton said, in his letter welcoming delegates to this conference, "An efficient, safe and well-integrated transportation system is crucial to the Western Hemisphere's continued economic growth and prosperity."

We came to New Orleans to solidify our commitment to building a seamless network of highways, rail lines, shipping routes and aviation corridors, stretching from the Yukon to Tierra del Fuego.

We end our historic meeting with a two-year action agenda to improve transportation safety and security, enhance joint action for disaster prevention and relief, as well as to continue our efforts to integrate transportation policies across national borders and among the various types of transportation systems.

As a result of our efforts this week, we have successfully developed a vision of transportation integration for our hemisphere in the 21st century that will help sustain economic growth and bring jobs, prosperity, free trade and peace to our region.

We came to here to take action, and we have:

On Tuesday morning, during a satellite-broadcast to a White House sponsored meeting on hurricane relief in Washington, D.C., the Ministers signed a Memorandum of Consultation to work together to repair the storm shattered transportation systems of Central America.

In conjunction with that signing, the United States announced plans to ship four state-of-the-art Coast Guard GPS transmitters to Central America, at a cost of $1.3 million, to replace area navigational systems destroyed by Hurricane Mitch.

The plight of our sister republics in Central America and the Caribbean required immediate action; as part of the priority action plan adopted in our final Declaration, we intend to develop a comprehensive plan to prepare for and respond to natural disasters anywhere in the hemisphere.

Other commitments contained in the Declaration include—

Working with the Economic Commission for Latin America and the Caribbean to prepare a plan of action promote the integration of the region's transportation systems by the end of 1999;

Developing a hemisphere-wide transportation statistics system to support transportation planning and investment decisions;

Holding a one-time conference in 1999 to share ideas and coordinate responses to the Y2K challenge;

To speed and improve the way the nations of our region react to safety and environmental incidents;

In addition to the proposed statistical system, the Declaration calls for --

Improving technology-transfer by establishing an information clearinghouse

And the initiation of an information exchange on transportation technologies, including intelligent information architecture for transportation systems.

I have asked two of my fellow transportation ministers to briefly speak to some additional issues addressed by the Declaration.

First, Minister Calixte George of St. Lucia will discuss transportation integration issues of particular interest to smaller nations and island nations.

(Minister George speaks).

Thank you.

Now I would like to ask Minister Mauricio Cardenas of Columbia to discuss transportation infrastructure financing.

(Minister Cardenas speaks)

Thank you.

Our immediate next step is to submit the Declaration and the Proceedings of this meeting to the coordinating committee of the Summit of the Americas. To advance the commitments made here in New Orleans, we have also directed the Provisional Executive Committee of the Western Hemisphere Transportation Initiative to prepare a 2-year work program to take us to the next level.

Four years ago the nations of our hemisphere planted the seeds of a new partnership for a new century at the first Summit of the Americas in Miami. At the second Summit in Santiago earlier this year, the people of our hemisphere committed to a vision for an integrated transportation system for the Americas.

This week in New Orleans we took decisive steps to turn that vision into reality.

Now, we would be pleased to take your questions.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WRIGHT BROTHERS 95th ANNIVERSARY CELEBRATION
DECEMBER 17, 1998
WASHINGTON, D.C.

Thank you Jane.

Good morning students and welcome to the Department of Transportation.

I am delighted to see so many of you here. Let me tell you, we have an exciting program planned for you. And we have a surprise special guest who will call in later in the program. I'll give you a hint -- his travels have taken him "out of this world."

Let me thank Administrator Garvey and her staff and Administrator (Dan) Goldin from the National Aeronautics and Space Administration for bringing together this wonderful event.

Can anyone tell me what we are celebrating today? That's right -- the 95th anniversary of the first flight by the Wright Brothers. Their 1903 experiment began America's fascination with flying. But I will let Administrator Garvey tell you more about that later.

How many of you know the inventor of the traffic light -- Garrett A. Morgan? I want you to think about him for a minute. I want you to put yourself in his shoes.

If you think it is hard growing up today -- imagine how hard it was for Mr. Morgan. His parents were slaves. When he was born, African-Americans could not go to school with children of other backgrounds. All of you have more education than Mr. Morgan ever had.

Yet he succeeded. He started his own business. He invented the traffic signal because he saw a terrible accident and wanted to make intersections safer.

He was driven to make a difference in his life, and not let the hardships keep him down. He worked hard. He studied hard.

Just like James Herman Banning, who, more than 70 years ago, became the first African American pilot in the U.S. His nephew, Christopher Hart (in audience), works in my Department at the Federal Aviation Administration.

Just like 2nd Lieutenant William E. Broadwater (in audience), of the Tuskegee Airmen. After his military service, he, too, went to work for the Federal Aviation Administration.

Just like Orville and Wilbur Wright -- the visionaries who made all flight -- through air and space -- possible.

I, and everyone here today, want you to work just as hard, study just as hard to be the best you can be.

President Clinton has challenged us to ensure that all of you have marketable skills for 21st century jobs.

At the Department of Transportation we are responding to his challenge through our Garrett A. Morgan Transportation and Technology Futures program. We are ensuring that today's students are prepared to design, develop and deploy the complex transportation systems of tomorrow.

As U.S. Transportation Secretary, I am looking for highly trained transportation technology workers. The future bridge architects, high-speed rail engineers, safety specialists, pilots, aviation mechanics -- the technology experts to build and run that transportation system of the 21st century.

Those technology experts will need strong math and science skills. Some of you may think math is boring. But if you want to be a pilot, or to build bridges, or invent something spectacular like Garrett Morgan and the Wright Brothers, you need algebra and geometry -- trust me.

Today I have an assignment for you. I want you to develop a plan.

You see, if you wait until the 12th grade to start thinking about what you want in life -- it may be a little too late. Now is the time to begin. Now is the time to develop the math and science skills to work in transportation or any other technology-related career field.

I want you to start working on that plan today because your future begins now, this very minute.

And always remember these words: Good, better, best. I will not rest, until my good is better and my better is best. Repeat this with me. Good, better, best. I will not rest, until my good is better and my better is best.

And with you giving your best, I know, America's best is 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
DRUNK AND DRUGGED DRIVING (3D)
ANNUAL NATIONAL NEWS CONFERENCE
WASHINGTON, DC
DECEMBER 18, 1998

It is appropriate that we are gathered today to discuss the serious subject of drunk and drugged driving in a place where people come to have a good time. And it is no coincidence that we have gathered here in the month of December.

December means holiday parties, increased travel, family gatherings and New Year's Eve celebrations. For many, it is a happy, joyous month. But for others, December can be a sad, cold month -- a painful reminder of the unnecessary loss of loved ones.

In the last decade, 15,577 people lost their lives in alcohol-related crashes during the month of December. Last year in December, 1,324 people were victims of drivers impaired by alcohol.

We are here today to vigilantly continue our national campaign to prevent such unnecessary tragedies. President Clinton has declared December Drunk and Drugged Driving Prevention Month -- what we call 3D month.

And it truly is a multi-dimensional effort -- one of the largest and most successful public-private partnerships in the country.

Federal, state and local governments work closely with family members who have lost loved ones to drunk or drugged drivers, with safety advocates, law enforcement, businesses, medical professionals, schools, civic groups and many others to host thousands of local activities, all with a single goal: to reduce impaired driving crashes, injuries and fatalities.

Let me commend all those involved on a job well done. Today we renew our commitment to this important cause ... and our efforts are paying off.

-more-

In 1997, we achieved an all-time low in impaired driving fatalities. It was the first time on record that alcohol involvement in total traffic fatalities was less than 40 percent.

Alcohol-related fatalities involving our nation's youth continue a decade-long decline. In fact, these fatalities have declined by almost 60 percent since 1982. In 1997, alcohol-related fatalities for youth decreased by 5 percent.

Clearly, we are moving in the right direction. But we have more work to do.

The 1997 percentage is lower, yes, but it still represents more than 16,000 Americans killed last year in alcohol-related crashes. This is unacceptable. These deaths could have been prevented. Death or injury caused by an impaired driver is no accident.

We can further lower these numbers. And we have set a goal -- that by 2005, alcohol-related fatalities will be down to 11,000.

Safety is President Clinton's and Vice President Gore's first transportation priority. At the Department of Transportation, we know safety as our north star, by which we are guided.

Today we renew our joint efforts to vigilantly put action behind our words of commitment.

Last June, President Clinton signed the new transportation bill -- the Transportation Equity Act for the 21st Century, or TEA-21, in which we fought for and successfully achieved financial incentives for states to adopt stricter safe driving laws. TEA-21 provides a $500 million incentive program for states which lower their legal blood alcohol limit to .08 percent. This should be the law of the land in all 50 states and the District of Columbia, not just the 16 states that currently have the .08 limit.

Research shows that the risk of being involved in a fatal car crash is at least 11 times greater when drivers have a blood alcohol content exceeding .08.

TEA-21 also provides penalties for states that fail to enact laws prohibiting open alcoholic beverage containers in motor vehicles, and that fail to establish minimum penalties for repeat drunk-driving offenders. Failure to enact the required laws will result in the transfer of a portion of the state's federal highway construction funds to its highway safety program.

-more-

Today we come together because we know that together we can move from strength to strength and make a difference. We can make our nation's roads and highways safer. We can save lives.

I have some good news to share. The Department of Transportation will release a report on a sobriety checkpoint program funded by the Department of Transportation and the State of Tennessee, a partnership which resulted in a 20 percent decrease in drunk driving fatal crashes -- a saving of 180 lives.

Fewer fatalities clearly sends the message that legislation President Clinton fought for and signed into law three years ago to help ensure zero tolerance for underage drinking and driving works. Zero tolerance is now the law in every state and the District of Columbia.

Our next steps must be a combination of education and enforcement.

I am going to ask that all of us do 3 things.

First, today is Lights for Life Day. President Clinton has asked people throughout our country to turn on their headlights in memory of the thousands who have lost their lives to drunk and drugged drivers. So please join us, and turn your lights on.

Second, let me ask that this holiday season all of us make every effort to ensure that others we know do not drive while impaired. Let us all remember that driving under the influence of alcohol or other drugs can turn a car into a lethal weapon. We must each take responsibility. Do not drink and drive. Do not let anyone you know drive drunk. Call a cab. Be a designated driver.

And finally, at all times, buckle up. Millions more Americans are buckling up today than did a year ago, but we can still do better. The best defense against an impaired driver is your safety belt.

My wife and my little girl are out on the roads, as your families are. Nothing is more important to me then the safety of my family ... and yours.

So let me close by commending all your hard work. The President and I appreciate your vigilance. Buckle up and enjoy a happy ... and a safe ... holiday season.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DOT/DOI CIVIL RIGHTS ITINERARY LAUNCH
DECEMBER 18, 1998
WASHINGTON, D.C.

Acknowledgments
Congressman John Lewis
Director Robert Stanton, National Park Service
Deputy Director Gloria Jeff, Federal Highway Administration
Executive Director Tony Cane, Federal Highway Administration
Reverend Mary Wilson
Union Temple Choir

Director Stanton, I am delighted that we have, once again, partnered together in a project that benefits the American people.

"We Shall Overcome -- Historic Places of the Civil Rights Movement," brings the rich history of this extraordinary movement out of the history books and into vivid detail for America's children,.

Too often our young people feel far removed from the stories of the civil rights movement. This project closes the gap by making these sites real. Students in the Department of Transportation Garrett A. Morgan Transportation and Technology Futures Program will be able to access the Civil Rights Itinerary on the Internet.

From the Montgomery Bus Boycott to the Little Rock Nine to the March on Washington -- families, tourists and every day travelers can now easily include these historic places in their travel plans.

And with more than 79 million Internet users, virtual travelers will be plentiful. I am told that more people than ever -- some 20 million -- are doing their holiday shopping on the Internet this year. Now they will be able to shop for their history as well.

I am pleased that Ms. (Ginny) Finch, of the Federal Highways Environmental Analysis Division, was instrumental in developing the Civil Rights Movement itinerary. Thank you for your dedication and hard work. (both in audience) And thank you Mr. (James) Shrouds, (her supervisor) for lending her to the National Park Service team.

Two years ago when President Clinton announced his vision for the National Park Service -- "Parks for Tomorrow," -- the Department of Interior and the Department of Transportation signed on to work together to ensure that our national treasures remain pristine and a source of national pride. At DOT we have committed both transportation and personnel resources to assist Director Stanton and the National Park Service in that effort.

And through this partnership, Route 80 -- from Selma to Montgomery -- was designated an All-American Road. As you know, this was the historic route taken by Dr. Martin Luther King, Jr. and the people of Alabama when they marched to the State capitol to press for equal voting rights.

I was ten years old when the Voting Rights March took place. But more than thirty years later, I stood on the steps of Brown Chapel, where it all began, and it all came back. I, and the rest of America, were witnesses to something greater than all of us.

Congressman Lewis was there, from the very beginning, walking and suffering with the freedom fighters, the soldiers of change. His memories of Selma, Alabama and the segregated South is the history we must share, the stories that must be told. Especially at this time of year, we need to be reminded of the better angels of our nature, the kind that permit people like Congressman Lewis to be elected to positions of leadership. How far we have come!

We saw the pictures from Selma on the state of the art medium of that time, television. They stunned the nation into reform. Today, we celebrate using the newest medium, the Internet, to remind us of our history. The is clear-- we must make progress by all means necessary. We must use the tools at our disposal. As Vice President Gore says, our vision of the information superhighway must be inclusive.

Clearly, by recreating the experience of the Civil Rights Movement and giving us all a fresh look at life, at our history and at our values, this project will encourage more people to visit our enduring treasures and to appreciate the powerful history left behind. And I want to thank President Clinton, for giving us the wherewithal to turn his Race Initiative into a virtual dialog with history.

I want to thank Deputy Administrator Jeff and the Federal Highway Administration staff and Director Stanton and the National Park Service staff for their assistance in making this partnership work.

Transportation is truly the tie that binds. As America's children travel to these historic sites, they will be able to better experience the diversity that formed America, and the lasting influence these events have on our political and social life.

It has been said that if you don't know where you are going, any road will do. I say, if we do not know where we have been, we will not be able to plot our course into the 21st century.

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