SECRETARY OF TRANSPORTATION
RODNEY E. SLATER

1999 SPEECH LIST

***SPEECH WAS RELEASED IN FINAL FORM**

01/02/99 Inaugural Gala Honoring D.C. Mayor
Anthony A. Williams
Washington, D.C.

01/07/99 ONE DOT Scenario Selection Workshop
FAA Third Floor Conference Center
Washington, D.C.

01/08/99 Opening Ceremonies for US Highway
71-Interstate 540
Fayetteville, Arkansas

01/08/99 Regional Chamber of Commerce Luncheon
Fayetteville, Arkansas

01/09/99 A. Phillip Randolph Institute - 8th Annual
Martin Luther King, Jr., Breakfast
Little Rock, Arkansas

01/12/99* Special Session on Transportation and
Technological Innovation Transportation
Research Board 78th Annual Meeting
Washington, D.C.

01/12/99 TASC Library Open House and Ribbon
Cutting Ceremony
Washington, D.C.

01/15/99 New York City Aviation Listening Session
New York, New York

01/15/99 New York City Aviation Listening
Session - Afternoon
New York, New York

01/18/99 Inauguration of Don Siegelman as Governor
of Alabama
Montgomery, Alabama

01/18/99 Reading of President's Proclamation
Dexter Avenue King Baptist Church
Montgomery, Alabama

01/21/99 Seizure of Motor Vessel *Cannes*
Houston, Texas

01/22/99* Aggressive Driving and the Law a Symposium
Washington, D.C.

01/23/99 Lee County Community Development
Corporation Banquet **Video Taping**
Washington, D.C.

01/26/99 Phoenix Aviation Listening Session
Phoenix, Arizona
Talking Points

01/27/99 National Conference of Democratic Mayors
(NCDM) Reception
Washington, D.C.

01/28/99* Mid-West High Speed Rail Designation Press
Announcement
Chicago, Illinois

01/28/99 U.S. Conference of Mayors Amtrak Reception
Washington, D.C.

01/29/99* Disadvantaged Business Enterprise Program
Rollout
Washington, D.C.

02/01/99* FY 2000 Budget Statement
Washington, D.C.

02/02/99 Black History Month
Washington, D.C.

02/02/99 Groundhog Job Shadow Day
Washington, D.C.

02/02/99 Full Funding Grant Agreement
Washington, D.C.
Talking Points

02/03/99* Wings Club Luncheon Address
New York, New York

02/03/99 Livability Listening Session
Derry, New Hampshire

02/03/99 Livability Listening Session With
Vice President Al Gore and
Governor Shaheen
Derry, New Hampshire

02/04/99 Research Association of Minority
Professors 18th Annual Conference
Washington, D.C.

02/04/99 National Conference of State Legislatures
Annual Leader to Leader Meeting
Washington, D.C.
Talking Points

02/05/99 Aviation Listening Session
Rochester, New York

02/08/99 National Association of State Treasurers
Annual Legislative Conference
Washington, D.C.

02/10/99 7th Annual "Black Women of Courage" Awards
Washington, D.C.

02/11/99 DOT Leadership Summit
Washington, D.C.
Talking Points

02/12/99 Career Leadership Breakfast
Washington, D.C.

02/12/99 Field Leadership Luncheon
Washington, D.C.

02/16/99 Brookings Foreign Policy Studies Program
Washington, D.C.

02/16/99* DC's Clickin'! Coalition "Ticket to Safety
Press Conference
Washington, D.C.

02/18/99 AFL-CIO Mid-Winter Executive Council Meeting
Miami Beach, Florida

02/18/99 AFL-CIO NAFTA Meeting
Miami Beach, Florida

02/18/99 AFL-CIO Leadership Meeting Re: MOU
Miami Beach, Florida
Talking Points

02/18/99 GAMA Reception & Dinner
Wichita, Kansas
Talking Points

02/19/99 Wichita Listening Session - Engine & Avionic
Manufacturers
Wichita, Kansas
Talking Points

02/19/99 Wichita Listening Session - Lunch
Roundtable with Trade Association
Executives
Talking Points

02/19/99 Breakfast Roundtable with CEO of
General Aviation Airfram Companies
Wichita, Kansas
Talking Points

02/19/99 Presentation of Exceptional Service
Award to Cessna Aircraft Company
Wichita, Kansas
Talking Points

02/23/99 FEMA 1998 CFC Victory Celebration
Washington, D.C.

02/23/99 Anne Beers Elementary School
Black History Month Program
Washington, D.C.

02/24/99* National Diversity Forum
Miami, Florida

02/24/99* Hialeah-Miami Lakes Senior High
School's Black History Month Program
Hialeah, Florida

02/25/99 CIA Black History Month Program
Washington, D.C.

02/26/99 Cargo Aviation Listening Session
Memphis, Tennessee
Talking Points

02/26/99 Air Cargo Listening Session - Luncheon
Memphis, Tennessee

02/26/99 Memphis Air Cargo Listening Session - Afternoon
Memphis, Tennessee

02/27/99 North East Arkansas Good Roads Association
Jonesboro, Arkansas
Talking Points

02/27/99 Crowley's Ridge Scenic Byways Dedication
Jonesboro, Arkansas

02/27/99 ASU 'Discover Diversity Through You' Day
With Senator Lincoln and Congressman
Berry
Jonesboro, Arkansas

02/27/99 Highway I-79 Feasibility Study Announcement
Marianna, Arkansas

02/28/99 Breakfast Meeting - AFL-CIO Executive Council
Washington, D.C.

03/02/99 National Transportation Safety Conference
Opening Session
Washington, D.C.

03/03/99 National Transportation Safety Conference
Opening Remarks - Day 2
Washington, D.C.

03/03/99 National Transportation Safety Conference
Closing Remarks
Washington, D.C.

0303/99 Introduction for Congressman James Oberstar
Washington, D.C.

03/04/99 Statement of Secretary Rodney E. Slater
on the Department of Transportation's
FY 2000 Budget Before the Subcommittee on
Transportation Committee on Appropriations
United States Senate
Washington, D.C.

03/07/99 Viola Liuzzo Memorial Rededication Service
Montgomery, Alabama

03/07/99 A message for Observance of "Bloody Sunday"

03/10/99* Airline Passenger Protection Act
The White House

03/10/99 Maritime Transportation System National
Task Force - **Video Taping**

03/10/99 Representative Gephardt's TEA-21 Breakfast
Briefing for Incoming Freshmen
Washington, D.C.

03/11/99 Council on Competitiveness Executive Committee
Washington, D.C.
Talking Points

03/11/99 Host and Oceanic Computer System Replacement
Announcement
Ronkonkoma, New York

03/12/99 American Public Works Association
Video Taping

03/15/99 Maritime and Nationwide Differential Global
Positioning System Ceremony
Alexandria, Virginia

03/16/99 US/Africa Ministerial
Washington, D.C.
Talking Points

03/24/99 FAA Europe, Africa & Middle East Office Employee
Visit "Find the Good and Praise It"
Brussels, Belgium

04/05/99 Garrett A. Morgan - Jefferson Elementary School
Massena, New York

04/06/99 Livability Forum at the Linden Transit Center
Columbus, Ohio

04/06/99 Livability Forum Questions/Follow Up)
Columbus, Ohio

04/06/99 American Heritage Rivers Program Announcement
Detroit, Michigan

04/07/99 Amtrak Board Community Reception
Meridian, Mississippi

04/07/99 ONE DOT Meeting
Indianapolis, Indiana

04/08/99 Groundbreaking Ceremony for the National
Transportation Center
Knoxville, Tennessee

04/09/99 Brownsville Railroad Relocation Ribbon Cutting
Brownsville, Texas

04/09/99 Monticello Economic Development Commission
Monticello, Arkansas

04/12/99* "Strategic North American Transport Issues"
Impact of NAFTA and other Regional Trade
Initiatives World bank Transport Expo
Washington, D.C.

04/13/99* United Parcel Service Welfare to Work
Business Partners
Philadelphia, Pennsylvania

04/13/99 UPS Safe Driving Awards Ceremony
Philadelphia, Pennsylvania
Talking Points

04/13/99* The Opportunities Industrialization Centers
Luncheon Address
Philadelphia, Pennsylvania

04/17/99 Washington Tuskegee Alumni Club
Scholarship Breakfast
Washington, D.C.

04/19/99* Millennium Trails Celebration
New York, New York

04/20/99* "U.S. Trade and Economic Initiatives Toward
America" -- Africa Trade and Investment Conference
Chicago, Illinois

04/20/99* The Mercedes-Benz CIREN Center at the
University of Alabama Press Conference
Birmingham, Alabama

04/21/99* Austin-Bergstrom International Airport Dedication
Austin, Texas
THE SECRETARY DID NOT DELIVERY REMARKS
TRIP WAS CANCELED

04/22/99 National Women's History Month Celebration
and Take Our Daughters to Work Day
Washington, D.C.

04/26/99 Delta Sigma Theta Sorority MOU Signing
Washington, D.C.

04/27/99* Corporate Council of Africa "Attracting Capital to Africa Summit"
Houston, Texas

04/27/99* Intertanko Annual Conference
Houston, Texas

04/28/99 ONE DOT Ribbon Cutting Ceremony
New York, New York

04/28/99 The 3rd Annual Lamplighter Awards Gala of the Black Leadership Forum
New York, New York

04/29/99 Federal Transportation Management Workshop
Washington, D.C.

04/30/99* Announcement of Championship Auto Racing Teams (CART) - The National Highway Safety Administration's Partnership Press Conference
Nazarareth, Pennsylvania

05/01/99* Florida Memorial College Commencement Address
Miami, Florida

05/03/99* Transportation and Community and System Preservation Pilot Program Grants Press Conference
Detroit, Michigan

05/03/99* National Town Hall Meeting for a Sustainable America
Detroit, Michigan

05/06/99* Opening Ceremonies 15th Annual Public Service Recognition Week
Washington, D.C.

05/06/99 NAACP Legal Defense Fund Equal Justice Award Dinner
Washington, D.C.

05/07/99* White House Briefing For 8th Annual Meeting
of Muslim-American Council
Washington, D.C.

05/09/99* Commencement Address Hampton University
Hampton, Virginia

05/10/99 Departmental Asian Pacific American
Heritage Month Program
Washington, D.C.

05/11/99 Morgan School of Math & Science
Cleveland, Ohio
Talking Points

05/11/99* Cleveland Business Roundtable
Cleveland, Ohio

05/11/99* Regional Conference on Partnering
for Educational Excellence
Cleveland, Ohio

05/12/99* Child Safety Seats Presentation to Trinity
Street Children's Center
Los Angeles, California

05/12/99* The 1999 Albert Schweitzer Leadership Award
Los Angeles, California

05/13/99* Welfare-To-Work Announcement
Charlotte, North Carolina

05/17/99* Kentucky Transportation Grants News Conference
Lexington, Kentucky

05/17/99* Appalachian Intermodal Transportation Summit
Lexington, Kentucky

05/17/99 Infrared Commercial Motor Vehicle Brake
Screening Event
Shelbyville, Kentucky

05/19/99* Financial Industry Analysts Luncheon
Hosted by Morgan Stanley Dean Witter
New York, New York

05/19/99* James A. Farley/Pennsylvania Station
Redevelopment
New York, New York

05/20/99* National Safe Boating Week Kick Off
Washington, D.C.

05/20/99* Highway and Truck Safety "No Zone"
Press Conference
Washington, D.C.

05/21/99* Acceptance of "Good Neighbor" Award
United States-Mexico Chamber of Commerce
Award Gala
Washington, D.C.

05/24/99* President's Committee of Advisors on Science
and technology The White House Conference
Center
Washington, D.C.

05/24/99* Operation ABC Mobilization: America
Buckles up Children
Washington, D.C.

05/24/99* Magnetic Levitation High Speed Ground
Transportation System (MAGLEV)
Press Announcement
Washington, D.C.

05/25/99 Starr-Camargo Port of Entry Facilities
Groundbreaking
Rio Grande City, Texas

05/25/99* Commercial Vehicle Safety Action Plan
Washington, D.C.

05/27/99 Hispanic Caucus Luncheon
Washington, D.C.

05/27/99* Borders and Corridors Grants
Washington, D.C.

06/01/99 Truman Scholars' Summer Institute
Washington, D.C.
Talking Points

06/02/99 Executive Leadership Conference
Washington, D.C.

06/03/99* Third U.S.-Mexico Boarder Infrastructure Conference
Tijuana, Mexico

06/06/99 Transportation Infrastructure Finance and Innovative Act (TIFIA) Rollout
Washington, D.C.

06/07/99 Tea-21 Anniversary Videotaping for the Scenic Byways and Recreation Trails Congressional Briefing
Washington, D.C.

06/08/99 Sheldon Coleman Great Outdoors Award Celebration
Washington, D.C.

06/09/99* Anniversary of the Transportation Equity Act for the 21st Century
Washington, D.C.

06/09/99 Des Moines Chamber of Commerce Reception
Washington, D.C.
Talking Points

06/09/99* 13th Annual Arkansas Minority Business Opportunity Business Fair-MBE Power Breakfast - **Video Taping**

06/09/99 Transportation Infrastructure Finance and Innovation Act (TIFIA) Rollout
Washington, D.C.

06/10/99 The American Bar Association Forum on
Air and Space
Washington, D.C.

06/14/99 High Tea In Honor of Mrs Rosa Parks
Washington, D.C.
THE SECRETARY DID NOT DELIVER REMARKS

06/14/99 Woodrow Wilson Bridge Announcement
Washington, D.C.
Talking Points

06/15/99 National Newspaper Publishers Association
Washington, D.C.

06/18/99* The American Trucking Associations'
Board of Directors Breakfast Meeting
Washington, D.C.

06/21/99 NFL Players Association - Buckle Up
America Partnership
Nashville, Tennessee
Talking Points

06/23/99 MAGLEV Preconstruction Planning Workshop
Washington, D.C.

06/24/99 Acknowledgments - Retirement of Dr. Wilhelmus
(WIM) Blonk, Director, Transport Policy Development
& Research and Development, Directorate General
VII, European Commission
Cambridge, Massachusetts
Talking Points

06/24/99* Conference on the Spirit of Innovation in
Transportation
Cambridge, Massachusetts

06/24/99 AVP Photo Op with Press
Talking Points
Cambridge, Massachusetts

06/24/99 Amtrak's Boston Centralized Electrification and Traffic Control Center Tour
Boston, Massachusetts

06/25/99 Raytheon Facility Tour
Quincy, Massachusetts

06/26/99* The 2nd International Trails & Greenways Conference
Pittsburgh, Pennsylvania

06/28/99* African Aviation Conference and Exhibition
Washington, D.C.

06/29/99* Amtrak High Speed Rail
Washington, D.C.

06/30/99* Underground Facilities Damage Prevention Symposium
Washington, D.C.

06/30/99* High Risk Locations News Conference
Washington, D.C.

06/30/99 The National Capital Region Congestion And Mobility Task Force Report Rollout
Washington, D.C.

07/05/99 New Markets Initiative
Clarksdale, Mississippi

07/09/99* Fruitvale Transit Village Groundbreaking Ceremony
Oakland, California

07/09/99* New Markets Initiative Tour of the Cypress Mandela/WIST Training Center
Oakland, California

07/09/99* Bart-San Francisco Airport Extension Grant Announcement
San Francisco,, California

7135

PREPARED REMARKS FOR DELIVERY
TRANSPORTATION SECRETARY RODNEY E. SLATER
INAUGURAL GALA HONORING D.C. MAYOR ANTHONY A. WILLIAMS
JANUARY 2, 1999
WASHINGTON, D.C.

What a great party! I am delighted to bring the greetings of President Clinton and Vice President Gore to the friends of Mayor Anthony A. Williams here tonight.

The President loves Washington. From the day he took office, he made it clear to all of us in the Cabinet and his Administration that the District of Columbia is our new hometown.

Bill Clinton has forged a unique partnership with the people of Washington to help put the city back on the path to financial recovery and revitalization.

Last year I had the privilege of accompanying the President to Metropolitan Baptist Church, where he shared his vision for the future of the nation's capital and restated the national government's obligation to be a better neighbor to the District.

As the President has said, while we have done a lot, there is still much to be done.

Tonight I want to reemphasize that this Administration remains fully committed to home rule and self-governance in the District. We support the DC Revitalization Plan and we will continue to work to implement it. We are also fully committed to strong Federal agency support for the District's management reforms and other initiatives.

Just this week my department made it easier for the District to qualify for federal highway funds by reducing the proportion of money that the city must put up as its share of U.S. highway construction projects. We cut the required District contribution from the 20 percent demanded of most states to 17 percent. This decision will save the city millions of dollars.

As the President has said, "This is a critical time for the future of Washington, D.C., and we must keep working to give all residents the tools they need to make the most of their own lives."

Washington is already one of the world's great cities. What Tokyo is to Japan, what Paris is to France, the nation's capital is to visitors from America and around the world.

That is why more than 25 million tourists come here every year to see history first hand and take in all that this magnificent city has to offer.

Now, as Tony Williams takes office as your Mayor, the District of Columbia is poised to move from strength to strength to become the "light on the hill that continues to burn bright."

You can count on this Administration to be a full partner during the process.

# # # #

7134

TALKING POINTS FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ONE DOT SCENARIO SELECTION WORKSHOP
FAA THIRD FLOOR CONFERENCE CENTER
JANUARY 7, 1999
WASHINGTON, D.C.

(You will depart after the close of the Senior Staff meeting for the FAA building. Senior staff will have the option of taking a van from P-1 SW or walking to the FAA. Dani will meet you at the FAA third floor auditorium, she will call the meeting to order and introduce Administrator Garvey who will welcome the group and introduce the Deputy who will then introduce you)

- Today is a milestone in our journey toward a shared vision for transportation in the 21st Century.

- We're here to select the four or five scenarios that the DOT will fully develop as the basis for the Department's One DOT long-range vision for transportation in 2020.

- First, Thanks to Jane for welcoming us here

- Thanks to Mort for spearheading our strategic planning effort

- Thanks to the Core Team for their commitment and thanks to the Futures Group for showing us the way –

- This workshop today is the culmination of a lot of hard work.

- As Mort indicated, the core team had to organize the 200 plus mission drivers you identified on November 30 into higher-level *forces for change* or what are called *scenario dimensions*. All 200 plus drivers could be classified under these dimensions.

- Identifying the right set of scenario dimensions was extremely difficult.

- It is, as The Futures Group reminds us, much more art than science. But in the end, after long hours and a lot of hard work, the core team and The Futures Group consultants were able to agree on a set of four dimensions that contained the crucial elements for very challenging scenarios.

- These four dimensions are as follows:

  1) The U.S. economy

  Globalization

  Public expectations about the role of government, and

  Demand for Changes in Transportation

- Combinations of these dimensions generate the candidate scenario worlds.

- Each of these dimensions is varied in terms of strong/ weak or increasing/decreasing.

- The U.S. economy, for example, is either strong or weak. Globalization is either increasing or decreasing. These four dimensions produced 16 possible combination (two to the fourth power).

- The core team looked at each of these 16 scenario world candidates and evaluated them on the basis of their plausibility and the challenges they would present for transportation and the Department.

- To make our job easier today, they have eliminated five of the 16 worlds that are either implausible, somewhat redundant or that do not offer meaningful challenges to the DOT when compared to the other scenario selections.

- So, then, there are a total of 11 scenario candidate worlds from which we as a group by the end of the day will choose a set of four or five that will give us the greatest insights into future operating conditions and non-traditional threats and opportunities.

- The big challenge today, as always, is time. Each group must review, evaluate and reach consensus on THEIR scenario selection set by 2:30 this afternoon.

- At that time, we will re-gather in plenary session. Each team leader will present his or her group's scenario selection set.

- Our hope is that there will be a high degree of consensus on the top two or even three candidate scenario worlds.

- If necessary, we will use a final hand vote on the final set of scenarios before breaking for the day.

- Good luck, they tell me this is the hardest part of the project. I will be visiting the breakout groups to listen to the debate

(Please turn the meeting over to Dani)

# # # #

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
REGIONAL CHAMBER OF COMMERCE LUNCHEON
JANUARY 8, 1999
FAYETTEVILLE, ARKANSAS

Acknowledgments
Former Congressman John Paul Hammerschmidt
Bobby Hopper, Arkansas Highway Commissioner
Regional Chamber of Commerce
Curt Loyd - Bentonville/Bella Vista
Steve Ward - Fayetteville
Raymond Burns - Rogers Area
Nancy Stoll - Siloam Springs
Perry Webb - Springdale
State Legislators
Local Mayors

First, let me thank the Regional Chamber of Commerce for hosting today's luncheon.

Clearly your strong presence in Northwest Arkansas has done so much to pump the economic engine of this region. Interstate 540 will now enable you to promote Northwest Arkansas not just throughout the state, but throughout the country.

Arkansas ships more than $67 billion in goods throughout the nation. About 88 percent of that is transported on state highways. Interstate 540 will help deliver those goods safer, faster and more efficiently.

In addition to the economic opportunities, the John Paul Hammerschmidt Highway brings other benefits to this region.

The commute between Fayetteville and Alma drops from an hour to about 36 minutes and it will be a far safer ride. Good news for you Razorback fans.

And with decreased congestion, travelers can rediscover the scenic vistas and natural beauty of the Boston Mountains on U.S. 71.

Built in the 1930's and 1940's, U.S. 71 was viewed as a link to Northwest Arkansas' future -- and it was. But it was never meant to carry such a huge volume of vehicles. By the mid 1960's it was overburdened with cars and commercial trucks.

Congressman Hammerschmidt understood early on that economic growth is tied to a good transportation system. And without an Interstate connection, growth would only go so far. His was the force -- a priority for his first term in 1967 -- that propelled Interstate 540 from start to finish. He knew the incredible potential for this region.

Always one to look at the "big picture," I believe Congressman Hammerschmidt's next campaign will be to complete Interstate 49 through Arkansas all the way to down to Mexico and all the way up to Canada. A new North-South transportation corridor.

Commissioner Hopper, too, understood how critical Interstate 540 is to Northwest Arkansas. He nutured this project from the ground-breaking in 1987 to today's opening, 11 years later.

I remember my days working with Bobby on the State Highway Commission. He is plain-spoken and results oriented. He has such passion for what he believes in.

He and I both served as commission chairman. And I am reminded by Randy Ort that we have the distinction of being remembered as the only two commissioners to walk/storm out of a commission meeting (yours, Rails to Trails funding -- his, I-540 funding) -- I did say he had passion.

His concern as State Highway Commissioner was -- first and foremost -- for the people of Arkansas. He was committed to getting Arkansas "out of the dirt."

When The Rural Road Program began in 1983 Arkansas had 550 miles of unpaved roads. Under his watch -- 16 years later -- all but 13 miles will be paved. The final contract was awarded just a few days ago. (13 mi. is Highway 52 - enviro issue, will probably never be paved)

As I said earlier this morning, Bobby saw his role on the commission not just as a builder of roads, but as a builder of hope -- connecting Arkansans to opportunity, to prosperity, to a better quality of life.

He has left an indelible mark on Arkansas, and our state is that much better because of him.

He understood that investing in transportation is investing in the people of Arkansas. Transportation is truly the tie that binds. It keeps our communities vibrant and our people free to pursue happiness and opportunity.

Moving from strength to strength, Arkansas is building a transportation system that will carry its people, products and services well into the new millennium.

# # # #

71133

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
OPENING CEREMONIES FOR US HIGHWAY 71-INTERSTATE 540
JANUARY 8, 1999
FAYETTEVILLE, ARKANSAS

FYI - this is an outdoor event, though the stage area is covered. The weather is expected to be cold and rainy, possible icing. All speakers are asked to keep their remarks brief.

Acknowledgments
Governor Mike Huckabee
Lt. Governor Winthrop Paul Rockefeller
Secretary of State Sharon Priest
Treasurer Jimmie Lou Fisher
Congressman Asa Hutchinson
Former Congressman John Paul Hammerschmidt
Chairman Herby Branscum - Arkansas Highway Commission
Vice Chairman John Lipton - Arkansas Highway Commission
Bobby Hopper - Former Chairman, Arkansas Highway Commission
Director Dan Flowers, Arkansas State Highway and Transportation Dept.
Commission Members
State Legislators
Local Mayors
Local Chambers of Commerce

Clearly, these are exciting times for Northwest Arkansas. Just two months ago we were up the road in Highfill, with President Clinton, to open the long-awaited Northwest Arkansas Regional Airport.

And with the completion of Interstate 540 -- the John Paul Hammerschmidt Highway -- even better days are yet ahead for Northwest Arkansas.

Congressman Hammerschmidt's vision and leadership is helping this region reach its fullest potential. For more than two decades he worked to bring Interstate 540 to fruition -- securing funding from Congress and support from the people of Northwest Arkansas.

Three years ago I joined many of you to open the first section of this highway -- 10 miles from Alma to Mountainburg. And I am delighted to be here today, at the entrance to the Bobby Hopper Tunnel, to witness this exciting opening.

Bobby Hopper, Arkansas' longest serving Highway Commissioner, truly understands why transportation is about so much more than concrete, asphalt and steel. Connecting Arkansans to opportunity, to prosperity, to quality of life is what he has been doing for these past 16 years.

Safety is President Clinton's and Vice President Gore's highest transportation priority. And this new four-lane highway, with some of the tallest bridges in Arkansas and a panoramic view of the Ozark Mountains, provides a safer route for Arkansans, tourists and others -- including those Razorback fans -- traveling through this region.

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

This 42-mile stretch of highway -- from Alma to Fayetteville -- represents not only opportunity for this region, but it is an investment in Arkansas' future.

And investing in Arkansas' future is a priority for the Clinton-Gore Administration. Under their leadership, the Arkansas economy is strong -- more than 136,000 new jobs in the past six years and unemployment is down -- 5.3 percent.

Interstate 540 -- a $459 million joint federal and state partnership -- is a transportation solution that expands opportunity -- opportunity for Northwest Arkansas to enjoy greater prosperity.

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

By investing in transportation we are investing in people. Transportation is truly the tie that binds all Arkansans -- all Americans -- to opportunity -- to greater prosperity -- to a better quality of life. It keeps our communities vibrant and our people free to pursue happiness and opportunity. With the opening of Interstate 540 I truly believe Northwest Arkansas' best days are yet to come.

# # # #

71132

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
A. PHILLIP RANDOLPH INSTITUTE - 8TH ANNUAL
MARTIN LUTHER KING, JR., BREAKFAST
JANUARY 9, 1999
LITTLE ROCK, ARKANSAS

FYI - was not able to make contact with this group (only got their answering machine) to identify their issues or get their input.

Acknowledgments
Herman Bryant, President
Billy Watkins, 1st Vice President

Good morning. I am delighted to join you in your celebration of the legacy of Dr. Martin Luther King.

The national celebration of Dr. King's birthday gives America the opportunity to truly reflect on the wonderful lessons he taught us. Lessons of fairness and forgiveness; tolerance and understanding; compassion and grace.

Dr. King's doctrine of nonviolent protest stirred the compassion of millions and set America on a course for change.

In one of his last sermons, *The Drum Major Instinct*, Dr. King preached about how the desire to be out front, to lead the parade, to feel superior to others, can distort our lives.

You have heard Dr. King's words many times: "There is, deep down within all of us, an instinct. It is 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 would not be talking, this morning, about what he said. 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 disciples' 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 is 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 -- all you need is a heart full of grace and a soul full of love. And serving others is key to building a stronger union.

"Remember, Celebrate, Act! A Day On, Not A Day Off." is our theme in 1999.

All across America, thousands of individuals, like yourselves, are actively participating in a day on, not a day off, to reflect the life and teachings of Dr. King. And we can say with pride, we are celebrating his vision of community, his vision of service.

President Clinton and Vice President Gore ask every American to think on these three things -- opportunity, responsibility, community.

If we can provide opportunity for all, and have responsibility from all, we can build a better community for all.

Let us remember this day and grow from it. Let us not wait until next January to perform that act of kindness. Let us serve others, now. Let us make it a part of our daily routine. Let us honor Dr. King's legacy every day, in every way.

The words and deeds of Dr. King transformed America in the 20th century and I truly believe that his enduring legacy will help our nation transcend to even greater heights in the new millennium.

I know America's best days are yet to come.

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7129

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TASC LIBRARY OPEN HOUSE AND RIBBON CUTTING CEREMONY
JANUARY 12, 1999
WASHINGTON, D.C.

Let me first congratulate Director (George) Fields and the wonderful library staff for the excellent service you provide to our DOT employees and customers.

I know my speechwriters often call on your research services. While many times their requests have short deadlines, you always cheerfully and ably respond.

The DOT Library is a great example of a ONE DOT approach. It offers DOT staff and customers a wide variety of consolidated, department-wide information systems that cover every mode of transportation.

The print collection alone has over 300,000 titles covering such diverse topics as transportation policy, highway design, mass transit, road safety, airline safety, medicine, engineering, legislative histories, and law.

Under Director Fields and the TASC leadership, the DOT Library is building a transportation information superhighway.

In the past 5 years, the Library has moved to increase its electronic collection by offering customers on-line access to over 1500 databases and 146 CD-ROM titles.

Publications previously stored in the warehouse are now stored in cyberspace. The entire docket service for attorneys, as well as the Library's card catalog can now be found on the Internet.

And to better serve its more than 20,000 annual customers, the DOT Library is linked to library collections throughout the world.

In 1994 when Vice President Gore began to talk about the information superhighway there were only 3,000 web sites, a little over three million host computers and 30 million users world wide.

Four years later we are witnessing phenomenal growth with more than 2.5 million sites, nearly 37 million hosts and 134 million users -- 79 million in the U.S. and Canada alone. And I am delighted to see the DOT Library is a part of that "Information Revolution."

As you can see today, the new and improved DOT Library ensures that all materials and electronic research tools are easily accessible, while the new open design concept offers patrons a more professional research atmosphere.

I am delighted today to cut the ribbon on the newly renovated DOT Library and to celebrate the Library's continuing contributions to ONE DOT. I hope you will take a few minutes today to view some of the demonstrations and continue to use the DOT Library to meet all of your transportation research needs.

# # # #

7131

News:

U.S. Department of
Transportation

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

"THE TECHNOLOGY REVOLUTION IN TRANSPORTATION"
Ensuring that Innovation Puts People First

U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SPECIAL SESSION ON TRANSPORTATION AND TECHNOLOGICAL INNOVATION
TRANSPORTATION RESEARCH BOARD 78TH ANNUAL MEETING
JANUARY 12, 1999
WASHINGTON, D.C.

I am delighted to join all of you for this 78th Annual Meeting of the Transportation Research Board. For more than three-quarters of a century, TRB has served as the premier forum for innovative technology in transportation. In today's global information marketplace, TRB is rapidly becoming the world's Home Page for transportation research.

DOT is an enthusiastic participant in the work of TRB; we have a large delegation at this Annual Meeting, not only attending sessions, but also presenting them.

TRB is where transportation visionaries congregate. I would like to acknowledge your President, Sharon Banks, for insisting that the social, environmental and economic implications of innovation be part of any conversation about transportation's future. And I look forward to working with your next president, Wayne Shackelford, who will take office with a well-earned reputation for being at the cusp of change.

TRB's recently expanded vision of the scope of transportation research builds upon the contributions of the giants of the past. John Volpe -- the nation's first Secretary of Transportation -- anticipated our current interest in intermodalism thirty years ago, saying that "no one mode of transportation will ever solve all our transportation problems."

For me, transportation has always been about having a vision of new possibilities, especially for those who have been marginalized by progress. I grew up in the Mississippi Delta, in Marianna, Arkansas, which is in Lee County -- one of the 10 poorest counties in America. As a child, one of my favorite pastimes was to sit on the porch with my sisters, watching the cars go by, imagining what it would be like to see the bright lights of Memphis or Chicago first hand.

- more -

I recalled my childhood dreams recently when I went down to Cape Canaveral to watch John Glenn take off in the Space Shuttle, a vindication of his faith that older Americans can still make a contribution to cutting edge science. By his courage and persistence, Senator Glenn encouraged Americans of all ages to "think outside of the box."

My five-year old daughter Bridgette was with me at the launch. We stood there together, feeling the ground shake. The Shuttle was as big as the Statue of Liberty, with payload doors as large as the buses that shuttle children to and from Bridgette's school. But even as the mighty spacecraft lifted off, putting out as much horsepower as 192,000 Corvettes at full throttle, Bridgette could still put her tiny palm in front of her face and block the entire spacecraft from view. Within my lifetime we have moved from tentative probes at the edge of space by just two countries, to the construction of an International Space Station that will benefit all countries.

Clearly, the possibilities for transportation careers for the next generation have expanded enormously.

But if Bridgette and others in her generation are to seize these possibilities, they must master not only the fundamentals of science and math, but the "hard stuff" as well. That's why I established the Garrett A. Morgan Technology and Transportation Futures Program to challenge one million students to develop their math, science and technology skills in order to qualify for a career in transportation. The program has already touched the lives of more than 370,000 children across America and will return dividends far into the future. I know that TRB has supported this initiative in a number of ways, and I thank you for that. I also urge you to do even more in the coming year.

PRESIDENT CLINTON'S VISION FOR AMERICA

Putting people first is the driving force behind President Clinton's larger vision for America. Under his leadership, we have achieved the longest peacetime economic expansion in the history of the United States. We have the lowest unemployment rate and the smallest welfare rolls in a generation. We have a balanced budget earlier than nearly anyone but the President thought possible -- and the largest budget surplus ever.

The President has been very clear about the role technological innovation plays in creating economic success. He is on record as saying that "investing in technology is investing in America's future." During his visit to Detroit and the Auto Show last week, he reminded his audience that one of America's foremost transportation technology innovators, Henry Ford, set 20th century economic history in motion with the very first assembly line. Ford sought out leaders, thinkers and workers with "an infinite capacity to not know what can't be done."

It was innovators like Henry Ford and those who worked with him, the President reminds us, who forged "America's transition from farm to factory."

NEW FEDERAL ROLE IN FOSTERING TECHNOLOGY

History has given our generation the assignment of forging America's next great transition. We are leaving the factory for the electronic marketplace and integrated global economy that will dominate the next Millennium. The President's technology policy creates a *new conceptual architecture* which will move us from strength to strength as we create the safe, efficient, accessible and convenient transportation system this nation needs for the 21st Century.

On June 9th, the President signed the Transportation Equity Act for the 21st century, a record-level $200 billion investment to upgrade America's surface transportation system which also takes into account how transportation impacts people communities and the environment. TEA-21 significantly expands our commitment to public transit.

The President's "people first" agenda for transportation is reflected in new initiatives for 1999. Yesterday the Vice President announced a comprehensive agenda to build "livable communities" for the 21st century. A key part of this agenda is to promote community transportation choices. The Clinton-Gore Administration is therefore proposing a record $6.1 billion for public transit in the FY '99 budget.

DOT's strategic plan to implement the President's policy has been described as the "best in government." Our plan calls for a 21st century transportation system that is international in scope, intermodal in form, intelligent in character and inclusive in service.

I had the opportunity in New Orleans last month to see all four of these principles at work during a historic meeting of Western Hemisphere transportation ministers. During the meeting, DOT announced plans to provide a $1.3 million GPS satellite-based harbor navigation and guidance system for Central America. This modest investment will replace the obsolete systems destroyed by Hurricane Mitch and enable the region to leapfrog several generations of transportation technology.

By definition, this project is international in scope. Because the GPS system can be used by any type of transportation system, it is intermodal by design. Linked to the $10 billion global network of GPS satellites, the project is both an intelligent system and an intelligent investment. By restoring Central America's maritime navigation system to working order, it inclusively benefits all of the people of the region.

Of these four principles, "intelligent in character" is probably the most immediately relevant to members of TRB, especially when we focus on research supporting Intelligent Transportation Systems. ITS improves safety and efficiency without relying on new roads, saving taxpayers about 35 percent of the infrastructure investment that would otherwise be needed. ITS will also reduce transportation system operating costs by as much as $7.4 billion over the next decade.

Over the next twenty years we forecast that putting an ITS infrastructure in place will create a $340 billion market and 600,000 new jobs.

These projections are based on solid evidence. In New York, electronic toll stands at the Tappan Zee Bridge can handle 1,000 vehicles per hour, compared to 450 vehicles per hour by manual collection. This year, in partnership with the U.S. automobile industry, DOT will also launch the Intelligent Vehicle Initiative -- a project designed to protect drivers by using new technologies that actually prevent a crash from happening in the first place.

WHAT'S NEXT?

We will see some pretty amazing inventions in the transportation field over the next two decades or so. Look for tiltrotor planes that will forge new links to regional airports, elevators that go sideways, electric vehicles on automated highways, ocean freighters that cross the Atlantic in days rather than weeks. High-speed trains are almost here. In the last two months I've participated in 3 ceremonies dedicating high-speed rail corridors and I'll help dedicate another one in Chicago later this month.

We need to remember that each and every innovation needs to connect with real people -- with the customer, in other words. Some innovations, like New York City's new MTS electronic farecards, use off-the-shelf technology, yet provide enormous, immediate improvements in the quality of life for ordinary people.

Innovation is more than invention. Daimler invented the automobile; Henry Ford had the vision to create a global industry. Leif Ericksson was the first European to discover America; Christopher Columbus had the vision to use that discovery to launch history's most ambitious market expansion plan. Xerox invented the PC; Bill Gates had the vision to realize the PC's possibilities.

CONCLUSION

The revitalized economy we now enjoy under President Clinton's leadership creates a new opening for assuring the future well being of all of our people. But this opportunity is also a challenge. Without first-class transportation to support it, the digital economy can't move material objects anywhere. As the top management of Federal Express puts it, "What often gets lost in discussions about Internet commerce and the digital economy are the physical aspects of doing business."

To assure our future prosperity we must create a 21st century transportation system that is efficient and supports economic growth while still being safe, secure and environmentally friendly. We can reconcile these apparently conflicting goals if we are both visionary and vigilant. Visionary about what is possible and vigilant about seizing the means to realize those possibilities.

But to do so, we must follow the example of leaders like John Volpe, Henry Ford and Christopher Columbus, whose success depended upon innovation rather than invention. The challenge we face as members of the transportation research community is to make sure we are investing our time and resources in technology with the potential to move beyond mere invention.

I challenge TRB's leadership to work with me in the coming months to translate today's visionary technology into tomorrow's innovative plan of action.

As the President summed up the challenge in Detroit last week:

"We will never have, in all probability, in [our] lifetime.... a better opportunity to take the long view, to imagine how our children will live when they are our age, to imagine how our grandchildren will live when they are our age. ...If we work together there are no limits to 21st century America. And that's what we owe our children -- no limits."

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71127

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NEW YORK CITY AVIATION LISTENING SESSION - AFTERNOON
JANUARY 15, 1999
NEW YORK, NEW YORK

Acknowledgments
Congressman Joseph Crowley, 7th District
Congressman Gregory Meeks, 6th District
Congressman Jerry Nadler, 8th District
Congressman Vito Fossella, 13th District
Director Robert Kelly, Port Authority of NY & NJ
Joel Russell, Westchester County Airport
Harry Stanton, Westchester County Airport
Dorothy Robyn, Special Assistant to the President for Economic Policy
Assistant Secretary Charlie Hunnicutt
Assistant Secretary Jack Basso
Assistant Secretary Gene Conti
General Counsel Nancy McFadden
Deputy Assistant Secretary Patrick Murphy
Administrator Jane Garvey

- Good afternoon and welcome -- delighted to see so many of you here and I thank you for your participation. Thanks to Director (Robert) Kelly and the staff of the Port Authority of New York and New Jersey for hosting today's event.

- This morning we had an excellent meeting and working lunch with Wall Street equity analysts regarding the financial viability of the airline industry. And let me say, it was a very candid, open conversation. Now I would like to hear your thoughts and opinions and I hope you will be just as candid.

- 1999 is "Year of Aviation." As we begin developing a new legislative package for the 2000 budget we want to hear from you and other industry partners.

- Where does aviation go from here? How do we get there -- how do we take it to the next level? How we answer these questions will define aviation in the new century.

- I want to hear your thoughts on developing a common vision that will ensure that we remain the aviation leaders in the 21st century. We have an wonderful opportunity to shape the dialogue about the future of aviation.

- Earlier today President Clinton spoke to Wall Street and other industry leaders about his vision for America -- an America that expands opportunities for ***every*** American.

- ***Longest peacetime economic expansion*** in the history of the United States. ***Lowest unemployment rate, highest home ownership rate*** and ***smallest welfare rolls in a generation. Balanced budget*** and ***largest budget surplus ever.***

- Clinton-Gore Administration's "***people first***" agenda -- "a rising tide that is lifting all boats."

- That tide is rising in the aviation industry. Six years ago industry was losing billions of dollars -- great concern about its viability. President Clinton's meeting with aviation leaders set the stage for an extraordinary turn-around -- from record losses to record profits.

- First time ever, revenues for the 13 major airlines exceeded $100 billion -- profits were $9 billion last fiscal year. Net income soared to $5.8 billion -- a $2 billion increase. Passenger traffic is growing, new markets are opening and load factors are at record levels.

- Visionary and vigilant aviation industry -- deregulation; ever-improving safety; open skies agreements all helped to expand this industry.

- Now we must devise a blueprint to keep our industry strong into the new century. I am excited about this afternoon's listening session and I look forward to your comments and suggestions.

# # # #

7128

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NEW YORK CITY AVIATION LISTENING SESSION
NEW YORK, NEW YORK
JANUARY 15, 1999

Acknowledgments
Title???? Dorothy Robyn, White House National Economic Council
Administrator Charles Hunnicutt
Administrator Jane Garvey
Administrator Nancy McFadden
Administrator Jack Basso
Administrator Gene Conti
Deputy Assistant Administrator Patrick Murphy

Good morning and welcome. I am delighted to see so many of you here and I thank you for your participation. Let me also thank the Port Authority of New York and New Jersey for hosting today's event.

This morning President Clinton spoke to Wall Street and other industry leaders about his vision for America -- an America that expands opportunities for ***every*** American.

Under his leadership we have achieved the longest peacetime economic expansion in the history of the United States.

We have the lowest unemployment rate, the highest home ownership rate and the smallest welfare rolls in a generation.

We have a balanced budget earlier than nearly anyone but the President thought possible ***and*** the largest budget surplus ever.

Vice President Gore, earlier this week, launched an agenda for livable communities in the 21st century -- ensuring that communities across America grow in ways that promote quality of life and strong, sustainable economic growth.

The Clinton-Gore Administration's "people first" agenda is "a rising tide that is lifting all boats."

We see that tide rising right here in the aviation industry.

Six years ago, when President Clinton called a meeting with aviation leaders, we had an industry that was losing billions of dollars and there was great concern about its viability. That meeting set the stage for an extraordinary turn-around -- from record losses to record profits rising steadily over the last four years.

Last fiscal year, revenues for the 13 major airlines exceeded $100 billion for the first time ever, and profits were $9 billion. Net income soared to $5.8 billion last year -- a $2 billion increase. Passenger traffic is growing and load factors are at record levels.

You arrived at these impressive numbers by being a visionary and vigilant aviation industry. Deregulation; ever-improving safety; open skies agreements all helped to grow this industry.

As a result of competition, ticket prices are dropping. More people are flying than ever before -- 600 million today -- and we estimate one billion by 2015. Now we must devise a blueprint to keep our industry strong into the new century.

Today's roundtable discussion provides an excellent opportunity to begin the dialogue about the future of aviation.

So many in this industry and down in Washington are calling 1999 the "Year of Aviation." As we begin developing a new legislative package for the 2000 budget we want to hear from you and other industry partners.

As the new millennium beckons, I pose two questions to you. First, where does aviation go from here? And second, how do we get there -- how do we take it to the next level? How we answer these questions will define aviation in the new century.

This morning we will discuss the industry's financial viability in 2000 and beyond. Could we survive an economic downturn? What is the state of competition? Consolidation trends -- are they good or bad for the industry?

As we define aviation in the 21st century, we must remain ever focused on safety. Safety *must* be at the highest levels available -- period. Passengers should have the utmost confidence in the safety of every plane -- U.S. carrier or otherwise -- on which they fly.

I want to hear your thoughts on developing a common vision that will ensure that we remain the aviation leaders in the 21st century. I encourage you to speak openly and honestly. We have an wonderful opportunity to shape the dialogue about the future of aviation.

Let me say that what railroads and Interstate highways did for America in the 19th and 20th centuries, aviation will do for the world in the 21st century. Aviation will be the tie that binds.

Looking back on the 20th century, we have seen extraordinary advances in aviation -- from the Wright Brothers first 12-second flight in 1903 to John Glenn's 9-day return to space in 1998.

I am excited about what awaits us these next hundred years. Working together -- moving from strength to strength -- we can build on our successes of the 20th century to reach new aviation heights in the 21st century. I know our best days are yet to come.

# # # #

1125

PRAYER BREAKFAST HONORING DR. MARTIN LUTHER KING, JR.
READING OF PRESIDENT'S PROCLAMATION
TRANSPORTATION SECRETARY RODNEY E. SLATER
DEXTER AVENUE KING BAPTIST CHURCH
MONTGOMERY AL, JANUARY 18, 1999

I can think of no better place to acknowledge the legacy of Dr. King than here in Montgomery, where it all began, and here at the Dexter Avenue King Baptist Church, a "Mother Church" of the Movement.

It is now my great privilege to read the President's Annual Message in honor of Dr. Martin Luther King, Jr.:

A PROCLAMATION BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

"January 15 would have marked the 70th birthday of Dr. Martin Luther King, Jr., a man of great vision and moral purpose whose dream for our Nation set into motion such powerful, sweeping changes that their impact is still being felt today.

While he was taken from us too soon, we still have with us the gifts of his vision, convictions, eloquence, and example. We still hear the echo of his voice telling us that "Life's most persistent and urgent question is, 'What are you doing for others?'"

We know what Dr. King did for others.

He energized and mobilized a generation of Americans, black and white, to join in the struggle for civil rights, to respond to violence, hatred, and unjust incarceration with the spirit of peace, love, and righteousness.

He taught us that we could not claim America as the land of justice, freedom, and equality as long as millions of our citizens continually and systematically faced discriminatory and oppressive treatment.

He challenged us to recognize that the fundamental rights of all Americans are forever interconnected, for "we are caught in an inescapable network of mutuality, tied in a single garment of destiny. Whatever affects one directly, affects all indirectly."

Martin Luther King, Jr., awakened America's conscience to the immorality of racism. He was the driving force behind the passage of the Civil Rights Act of 1964, the Voting Rights Act of 1965, and the Fair Housing Act of 1968. For African Americans, this landmark legislation meant that the opportunity for a quality education would no longer be impossible, the levers of the voting booth would no longer be out of reach, and the purchase of a dream home would no longer be unattainable. Millions of Americans -- of every race and background and culture -- live brighter lives today because of Martin Luther King, Jr.

Dr. King's dream of unity for America did not die with him. Today, as our Nation becomes increasingly multiracial and multiethnic, his compelling vision is more important than ever, and the means for realizing it are now within our reach. This past year, as part of my Initiative on Race, Americans across the country participated in thousands of honest and open conversations about race in a sincere effort to heal our divisions and move toward genuine reconciliation. We learned much about the roots of prejudice; but more important, we learned much about how to overcome it.

In community after community, in every field of endeavor from sports and education to business and religion, we discovered organizations and programs that have succeeded in bridging gaps between people of different races and cultures.

These promising practices offer us both realistic guidelines for everyday action and genuine hope that we can respect one another's differences and embrace the values that unite us.

Now it is our turn to answer the question, "What are you doing for others?" As part of our response, each year since 1994 we have made the Martin Luther King, Jr., Federal Holiday a national day of service, a day on which to honor Dr. King's legacy through service projects across our country.

Instead of taking a day off, millions of our fellow Americans respond to the needs of their communities, through activities like tutoring children, sheltering the homeless, making schoolyards safer, or making public parks more inviting.

Let us make this year's observance the beginning of a broader effort to improve our communities and the lives of our fellow Americans, to make the personal choices and take the personal actions that will bridge the gaps -- racial and otherwise -- that keep us from becoming the people we were meant to be. Working together, joining our hearts and our hands, we will succeed in building One America for the 21st century and in fulfilling the dream of Martin Luther King, Jr.

NOW, THEREFORE, I, WILLIAM J. CLINTON, President of the United States of America, by virtue of the authority vested in me by the Constitution and laws of the United States, do hereby proclaim Monday, January 18, 1999, as the Martin Luther King, Jr., Federal Holiday.

I call upon all Americans to observe this occasion and to honor Dr. King's legacy with appropriate programs, ceremonies, and activities.

IN WITNESS WHEREOF, I have hereunto set my hand this fifteenth day of January, in the year of our Lord nineteen hundred and ninety-nine, and of the Independence of the United States of America the two hundred and twenty-third.

WILLIAM J. CLINTON"

<PAUSE>

Let me just add that I was with the President in New York City on Friday, for Jesse Jackson's *Wall Street Project* Conference.

At that meeting, the President signaled his intention to announce major new initiatives to implement Dr. King's vision during tomorrow's State of the Union Message.

These initiatives will focus on **Meeting the Challenges of the 21st Century** and on the need to build, in the President's words, "Strong, economically successful communities in the places where prosperity has not reached."

The President concluded his remarks on Wall Street with a rarely repeated quote from Dr. King's "I have a Dream Speech." And I will as well:

"I refuse to believe that there are insufficient funds in the great vaults of opportunity in this nation."

By honoring Dr. King's legacy with our actions as well as our words, the people of Alabama and America will become the people we were meant to be.

[Approximately 10 minutes.]

7126

PREPARED REMARKS FOR
TRANSPORTATION SECRETARY RODNEY E. SLATER
INAUGURATION OF DON SIEGELMAN AS GOVERNOR OF ALABAMA
MONTGOMERY, ALABAMA
JANUARY 18, 1999

Acknowledgements

Governor *Don Siegelman*
Governor *Zell Miller* (will administer oath)
Optional Acknowledgements
Lieutenant Governor *Steve Windom*
Attorney General *Bill Pryor*
State Auditor *Susan Parker*
Secretary of State *Jim Bennett*
State Treasurer *Lucy Baxley*
Commissioner of Agriculture *Charles Bishop*
Members of the State Board of Education
Alabama Congressional Delegation
Congressman *Bob Riley*
Congressman *Robert Aderhold*
Congressman *Robert "Bud" Cramer, Jr.*

I am delighted to bring greetings from President Clinton to Alabama's new governor and the people of Alabama, which I would like to read to you:

"To the Honorable Don Siegelman, Governor-Elect of Alabama.

Dear Don:

I am pleased to congratulate you as you take the oath to become Governor. You have earned the trust of the people of Alabama and should be extremely proud of this important achievement.

This is a time of remarkable change and promise, and your election provides you with a wonderful opportunity to serve your fellow citizens. The responsibilities and challenges of leadership are always great, but the benefits of public service can be among life's most meaningful awards. I look forward to working with you in the months ahead to build a brighter future for the people of your state and for all our nation's people.

Best wishes for a successful and productive term.

Sincerely, Bill Clinton"

The President is serious about working closely with Governor Siegelman in the months ahead.

The key to the national importance of what's happening today in Alabama is contained in the theme of this inauguration: Celebrating *Children: The Hope of Alabama.*

Our children are not only the hope of Alabama; they are the hope of the nation.

In tomorrow's State of the Union Address, the President will place a major emphasis on quality education as part of his vision for *Meeting the Challenges of the 21st Century.*

And Vice President Gore has promised that the FY 2000 Federal Budget will focus on children, with a major new children's health initiative called "Results for Our Children."

As the President said on Friday, "We would like to look to ... our children, the largest and most diverse group of school children we have ever had, and make sure that every one of them has a chance to have a world-class education."

When I fly back to Washington I can tell the President that under the leadership of Governor Don Siegelman, the State of Alabama shares his commitment to children and to education.

Or, as Jimmy Buffet will put it at the end of today's program, on Election Day last November, 'the stars truly fell on Alabama.'

Speech/active/990118A

7.130

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READING OF PRESIDENT'S PROCLAMATION
TRANSPORTATION SECRETARY RODNEY E. SLATER
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<PAUSE>

Let me just add that I was with the President in New York City on Friday, for Jesse Jackson's *Wall Street Project* Conference.

At that meeting, the President signaled his intention to announce major new initiatives to implement Dr. King's vision during tomorrow's State of the Union Message.

These initiatives will focus on **Meeting the Challenges of the 21st Century** and on the need to build, in the President's words, "Strong, economically successful communities in the places where prosperity has not reached."

The President concluded his remarks on Wall Street with a rarely repeated quote from Dr. King's "I have a Dream Speech." And I will as well:

"I refuse to believe that there are insufficient funds in the great vaults of opportunity in this nation."

By honoring Dr. King's legacy with our actions as well as our words, the people of Alabama and America will become the people we were meant to be.

[Approximately 10 minutes.]

7.12U

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DISPLAY SYSTEM REPLACEMENT DEDICATION CEREMONY
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER
AUBURN, WA, JANUARY 20, 1999

Thank you, Jane. I often begin my remarks at events like these by noting "how glad I am to be here." In this case, these feelings are especially heartfelt. Yesterday afternoon I found out that I would have to deal with a particularly urgent matter in Houston today. Until the early hours of this morning I was not sure that I would still be able to attend this ceremony in person.

Just in case, I even taped a video backup message that we sent out by way of the last FedEx courier leaving D.C. for Seattle last night.

So I really am glad to be here. I love victory celebrations. And this dedication ceremony celebrates a clear victory for those who have faith that we will be ready with an improved Air Traffic Control System when the curtain goes up on the new millennium next year.

As a result of your work—and as a result of Jane Garvey's success in bringing a new style of management to the FAA, we've made some remarkable progress.

Last night in his State of the Union Address, President Clinton urged the American people to move forward to meet the challenges of the 21st century. One challenge is to build a safe, efficient transportation system designed to support a 21st century economy and to aid us in our pursuit of happiness.

The reason we need to improve our transportation infrastructure is clear. We need it to keep America growing. As a result of Bill Clinton's leadership, the American people have enjoyed six years of unprecedented prosperity. We have balanced the budget; we have added nearly 18 million new jobs; we have promoted the fastest real-wage growth in more than two decades. We have the lowest unemployment rate in nearly 30 years and the highest homeownership rate in history.

Modern, safe and efficient air transportation has played a major role in this economic success. Over the past 5 years more than one-quarter of U.S. economic growth has come from increased exports. In terms of net value, a significant portion of these exports move by air. Many of our fastest growing Internet businesses also rely heavily on airborne delivery services.

To assure continued economic growth in an expanding global economy, America needs an air transportation system second to none.

For that to happen, we needed significant improvements. A little more than a year ago, the National Civil Aviation Commission established by the Congress warned that, without such improvements, our national aviation system would face gridlock in the not-to-distant future.

Today, as we dedicate this new, first-of-its-kind air traffic control system here in Auburn, we have taken an important step toward meeting this challenge.

By bringing Display System Replacement on line…on time…and on budget, all of you in this room—and everyone who has worked on this project—have made a major contribution to America's future.

Today's dedication ceremony is just the beginning. Within the next year, about a dozen Air Route Traffic Control Centers will have DSR. By the summer of 2000, all 20 centers in the continental United States will have them.

The host computer replacement program that backs up DSR is also on time and on budget. By the end of 1999, the FAA will have replaced obsolete host computers at all of its en route centers. Furthermore, just like the DSR, these new host computers will be Y2K compliant.

Over the next several years we plan to field major improvements in display systems for other types of control facilities, including Terminal Radar Approach Control Facilities and airport towers. As part of the Free Flight Phase 1 program, we will also be installing five new technologies at selected air traffic facilities.

I am proud of the work you are doing here. This new DSR system will give air traffic controllers state-of-the-art, reliable equipment to do their job. For passengers, that will translate into fewer delays and more travelers getting to where they are going on time. It will also mean cost-savings for the airlines. With DSR, everyone is a winner.

The big lesson in all of this is what a fantastic job we can do if we work together as a team. That's why we took the time at today's ceremony to specifically acknowledge the DSR team.

So, congratulations to everyone who has had a role in making today's announcement possible. Thank you. You are making a difference in people's lives.

DRAFT REMARKS
TRANSPORTATION SECRETARY RODNEY E. SLATER
SEIZURE OF MOTOR VESSEL *CANNES*
HOUSTON, TEXAS
JANUARY 21, 1999

KEY PLAYERS

Raymond W. Kelly, Commissioner US Customs Service

Admiral James M. Loy

Commander Cynthia Coogan
LCDR Patrick Philbin
LCDR Charles Richards

PRESIDENT'S DRUG POLICY

As the President noted in his State of the Union address last night, this is no time to rest as we prepare to meet the challenges of the twenty-first century. We need to move into a new century and a new millennium by moving boldly, exercising both vision and vigilance every step of the way.

The President talked about the challenge of saving social security, he talked about providing quality education for our children, and he talked about strengthening our families and communities.

Achieving each and every one of these objectives requires us to stop the flow of illegal drugs into our country.

PURPOSE OF NEWS CONFERENCE

Today I am delighted to announce a major seizure of cocaine at sea by the US Coast Guard

This is an important demonstration of success of President' anti-drug strategy and a vindication of the approach taken by the U.S. Coast Guard.

WHAT HAPPENED

On January 12, Coast Guard enforcement teams operating in Caribbean Sea, boarded the 580-foot Motor Vessel *Cannes,* a cargo ship under Panamanian registry.

While examining the ship's cargo of iron ore, they discovered evidence of cocaine.

With the concurrence of the Panamanian government, the Coast Guard team stayed aboard as the vessel continued to its next port of call, Houston, Texas, where it arrived last night.

When the vessel finally docked, agents from the Coast Guard, Customs and DEA conducted a more thorough examination of the *Cannes'* cargo

So far, the dockside boarding party has discovered approximately **four tons of cocaine**, making this one of the ten largest cocaine seizures in history.

Pending further investigation, we have detained the ship and its crew of 24.

PERSPECTIVE

Let me put this seizure in perspective:

This cocaine has an estimated street value of $300 million

At four tons, this amount of cocaine could provide 45 million hits—or enough to provide at least one dose to every school child in the United States, from pre-kindergarten through high school.

On behalf of the President and the American people, I want to thank the Coast Guard, the U.S. Navy, the Customs Service and the Drug Enforcement Agency for making sure that these 45 million hits of cocaine will never hit the street... or the playground... or the school yard.

Admiral James Loy, the Commandant of the U.S. Coast Guard, will now provide you with additional information.

Speech/active/990121rs

7123

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
AGGRESSIVE DRIVING AND THE LAW A SYMPOSIUM
JANUARY 22, 1999
WASHINGTON, D.C.

President Clinton and Vice President Gore have made safety this Administration's highest transportation priority -- investing $6.8 billion over the next six years to increase safety on our nation's highways.

Your attendance and commitment to finding workable solutions regarding aggressive driving shows that safety, too, is your highest priority.

Aggressive driving is one of the leading safety concerns among America's drivers. In the survey we are releasing today, more than 60 percent of drivers believe unsafe driving -- including speeding -- by others was a major personal threat to them and to their families.

And as Secretary of Transportation I have met with the survivors of crashes caused by aggressive driving.

Speed -- improper lane changes -- improper passing -- red light running -- operating a vehicle in a manner which *endangers or is likely to endanger* others all fall under the category of aggressive driving.

Who are these aggressive drivers? Unfortunately, about two-thirds of the drivers in the National Highway Traffic Safety Administration's (NHTSA) survey admit to unsafe driving. Why? -- late for meetings -- traffic congestion -- frustration -- we all, at one time or another, have either purposefully or unwittingly taken on the role of an aggressive driver.

We can and must do better -- which is why we are here today. We must raise the bar on safety. It requires a three-pronged approach -- education -- enforcement -- and strong judicial efforts to prevent this life-threatening behavior from occurring again and again.

- more -

A majority of drivers from the NHTSA survey believe that the amount of law enforcement is about right. At least twenty-two states and the District of Columbia currently have active programs to reduce aggressive driving violations.

The Federal government, law enforcement agencies and local communities are partnering through programs like "Smooth Operator" to combat aggressive driving and we are seeing results.

Right now in Wisconsin, a $476,000 NHTSA grant is helping the Milwaukee Police Department to reduce aggressive driving. This 18-month demonstration project, the first in the nation, will provide information and enforcement results to law enforcement agencies across the country. I am pleased to announce we will expand the project into two additional communities later this year.

The Federal Highway Administration next month will release the results of a very successful, $600,000 "Red Light Running" campaign. Through education and enforcement, crashes at 31 sites throughout the nation dropped significantly -- some by as much as 43 percent. Communities are so delighted with the results they are continuing the campaign indefinitely -- and *without* federal funding.

Clearly, we have workable solutions already in place, but the court system must be an integral part of those solutions. We must begin to devise uniform policies to enforce penalties for aggressive driving. We need our criminal justice partners to work with us to ensure those penalties are enforced in the courtroom.

We all are witnesses to the unfortunate consequences of aggressive driving. Many of you may remember the terrible crash, several years ago, on the George Washington Parkway. Erratic lane changes and speeds in excess of 80 miles-per-hour caused both drivers to lose control of their vehicles. One driver died and two innocent people lost their lives and the lives of the families involved changed forever.

The public, appalled and outraged, demanded action. The surviving driver was charged and indicted on two counts of involuntary manslaughter and reckless driving. He received a 10-year sentence. But, it was reversed on appeal. Sentencing guidelines do not provide for such a stiff penalty. The trial court resentenced with justification for the upward departure from sentencing guidelines.

We have a great opportunity, through this symposium, to formulate a national policy regarding the seriousness of aggressive driving and to develop recommendations for consistent treatment of offenders.

We can shift the paradigm on aggressive driving penalties just as we shifted the paradigm on drunken driving penalties. No longer can these offenders expect a slap on the wrist -- there will be serious judicial consequences for their actions. We want -- the public demands -- the same course of action for aggressive driving offenders.

America is making progress in the battle for safer roads, but safety is everyone's responsibility and we must all continue our vigilance. Through education, enforcement and uniform judicial policies we can raise the bar on safety.

I wish you much success with this symposium. You have an excellent agenda and I look forward to hearing your findings and recommendations.

Working together, I know our best days are yet to come.

# # # #

7122

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PHOENIX AVIATION LISTENING SESSION
JANUARY 26, 1999
PHOENIX, ARIZONA

Acknowledgments
Administrator Jane Garvey
(Acting) Director David Krietor, City of Phoenix Aviation Dept.
Director Gary Adams, Arizona Dept. of Transportation
John Carlson, Transportation Advisor to the Gov. of Arizona
Associate Administrator Susan Kurland
Deputy Assistant Secretary Brad Mims
Regional Administrator William Withycombe, FAA

- Good morning and welcome -- delighted to see so many of you here and I thank you for your participation. Thanks to Director (David) Krietor and the staff of the Phoenix Aviation Department for hosting today's event.

- We have witnessed phenomenal growth in aviation in this century. Now we must ask ourselves -- where does aviation go from here? How do we meet the challenges of the 21st century? The way we answer these questions will define aviation in the new century.

- Phoenix is the fourth in a series of aviation listening sessions we are holding across the country. Last week we were in New York City with analysts to discuss the industry's financial viability. And let me say, it was a very candid, open conversation.

- I encourage you to be just as candid and open in today's discussions.

- I want to hear your thoughts on developing a common vision that will ensure that we remain the aviation leaders in the 21st century. We have a wonderful opportunity to shape the dialogue about the future of aviation.

- Last week in his State of the Union address, President Clinton spoke about building on a foundation of accomplishment -- ***longest peacetime economic expansion*** in the history of the United States -- the ***lowest peacetime unemployment rate in four decades***, ***highest home ownership rate ever*** and the ***smallest welfare rolls in a generation*** -- a ***balanced budget*** and the ***largest budget surplus ever***.

- This industry, too, has a strong foundation of accomplishments and we are here today to devise a plan that builds on those accomplishments to carry us forward well into the new millennium.

- Airport safety levels are at an all time high. Aircraft noise emissions have been reduced dramatically. Passenger traffic is growing -- 20 million last year and airport accessibility is excellent.

- You arrived here by being a visionary and vigilant industry.

- Now we must devise a blueprint to keep this industry strong into the new century.

- How do we grade ourselves on airport investment and system performance? Can we do better? How do we stand on airport development and environmental management? Are we prepared to meet the challenges of the 21st century?

- I am excited about today's listening session and I look forward to your comments and suggestions.

- Now let me turn the meeting over to our panel experts Ms. Mary Rose Loney (Low-knee) and Mr. William E. Gehman (Gay-man) who will lead the discussion on airport investment and system performance. ***(You will introduce the panelists at the start of each session. Intros follow.)***

# # # #

(***Intro for 1st panel discussion***)
AIRPORT INVESTMENT AND SYSTEM PERFORMANCE

Large/Medium Hub Perspective

Ms Loney is the Commissioner of the Chicago Department of Aviation.

Reliever and General Aviation Perspective

Mr. Gehman is Deputy Director of the Michigan Department of Transportation for the Bureau of Aeronautics. He brings more than 30 years of aviation experience to the discussion and is the current chairman of the Board of Directors of the National Association of State Aviation Officials.

(Intro for 2nd panel discussion)
AIRPORT DEVELOPMENT AND ENVIRONMENTAL MANAGEMENT

The Airport Perspective

Mr. John L. Martin, Director of the San Francisco International Airport, oversees operations for the fifth largest airport in the U.S., seventh largest in the world, all while managing the largest airport construction program currently underway in the United States.

(Intro for 3rd panel discussion)
MEETING THE CHALLENGES OF THE 21ST CENTURY

The Commercial Service Airport Perspective

Mr. Bailis (Bayliss) Bell, Director of Airports for the Wichita Airport Authority and newly elected Chairman of the Airports Council International-North America brings a wealth of airport management experience to the discussion.

The Reliever and General Aviation Perspective

Mr. Thor Solberg, President of Solberg Aviation Company and Chairman of the National Air Transport Association, has spent a lifetime in aviation. His father, Thor Solberg, Sr. was the first Norwegian to fly the North Atlantic from the United States to Norway and built the airport his son now manages.

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
LEE COUNTY COMMUNITY DEVELOPMENT CORPORATION BANQUET
VIDEO TAPING
JANUARY 23, 1999
WASHINGTON, D.C.

Good evening.

It is nice to be home, even if only by videotape.

It is a particular pleasure to help you celebrate the Lee County Community Development Corporation's many successes. I grew up in your community, and I know the struggles you have faced.

Earlier this month, Vice President Gore announced the Clinton-Gore Administration's Livability Agenda for the 21st Century which he said will help American communities to grow according to their best values.

The agenda is designed to preserve green spaces, protect historic neighborhoods, provide places to walk, bike, and relax. It also would ease traffic congestion through better road planning, stronger transportation systems, and more alternative transportation.

You all well know how important quality of life is to a community. That is why your organization has been involved in the Forrest City/Lee County Champion Community initiative for the past two years. That is why you have developed a microenterprise/small business development resource center. That is why you set up the mutual self-help housing program to provide safe, affordable single-family homes to low-income residents. This is a remarkable program -- allowing families who have lived in housing projects for 20 or 30 years to own their own homes.

As the Vice President said, livable communities are not created by the federal government, but by neighborhoods, towns and cities bringing together their most important resource -- their citizens -- to build a vision for their own future. But the federal government can be an important partner.

The Administration's Livability Agenda, which was announced as part of the Administration's FY 2000 budget, includes -- among many other community development items -- an unprecedented request for public transportation funding to ease traffic congestion, and a 16 percent increase in funding to implement innovative community-based transportation programs.

The Department of Transportation is squarely behind the Livability Agenda which will improve mobility and the quality of services by strengthening the link between transit planning and community planning. The proposals would make it easier to get access to work, school, and recreation.

Increasingly, we have found that livable communities -- places with a high quality of life -- are more economically competitive communities. These proposals represent the single largest investment in community growth and planning in our nation's history. It would be an investment in a strong future for our nation.

Thank you and congratulations.

# # # #

7.121

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL CONFERENCE OF DEMOCRATIC MAYORS (NCDM) RECEPTION
JANUARY 27, 1999
WASHINGTON, D.C.

Acknowledgments
Mayor Dennis Archer, City of Detroit - NCDM President
Mayor Wellington Webb, City of Denver, Vice President

WELCOME

- Good evening and welcome to our Nation's Capitol. I trust you have had excellent meetings today and I wish you great success throughout the remainder of the conference.

BUILDING ON A FOUNDATION OF ACCOMPLISHMENT

- President Clinton, in his State of the Union address, challenged us to build on our nation's accomplishments: a "*people first*" agenda

Longest peacetime economic expansion
--world's most competitive economy five years in a row;
--4.5 percent unemployment --lowest in 29 years -- 17.7 million new jobs
--highest home ownership ever -- 7.4 million new homeowners;

Strengthening America's working families
--tax cuts for working families
--$500 per-child tax credit

Lowest crime rate in 25 years
--100,000 new police officers in our communities
--'94 crime bill keeps deadly assault weapons off our streets

Increasing access to health care for millions of Americans
--protecting Medicare
--$24 billion Children's Health Insurance Program
-- largest investment in 30 years

Welfare reform and community empowerment
--welfare rolls dropped 41 percent -- lowest rate since 1968
--Welfare to Work -- access to jobs and reverse commute grants
--expanded investment in urban and rural areas -- 31 new empowerment zones

Largest education investment in 30 years
--making college more affordable
--tuition tax credits, education IRAs, increased Pell Grants
--teaching every child to read by 3rd grade
--more high-quality teachers with smaller class sizes
--expanding choice and accountability in public schools
--connect every school to the Internet by 2000

- But we cannot rest. To meet the challenges of the 21st century we must continue building a strong America.

TEA-21 -- CLINTON-GORE COMMITMENT TO REBUILD AMERICA

- Record levels of investment in transportation -- $198 billion, balanced investment in highways, rail and mass transit

- Improving safety -- Clinton-Gore Administration's highest transportation priority; protecting our environment; expanding opportunity; promoting economic growth and trade.

LIVEABILITY AGENDA FOR THE 21ST CENTURY

- Places where families can walk, shop and play together, where we restore and sustain our historic neighborhoods, farms and forest lands, and where we spend less time in traffic and more time with our families and friends.

- Last November met with Mayor Bill Campbell and other regional leaders in Atlanta to discuss this very issue. On Election Day voters across the country approved nearly 200 state and local ballot initiatives to save open space and control growth.

- President Clinton and Vice President Gore's liveable communities agenda address these concerns.

- Better America Bonds -- $700 million in tax credits to preserve green space, create or restore urban parks, protect water quality and clean up abandoned industrial sites

- Community Transportation Choices -- eases traffic congestion and a provides a 16 percent increase in funding to implement community-based programs

- Regional Connections Initiative -- promotes regional smart growth strategies

CONGESTION AND MOBILITY

- Sprawl and congestion are becoming the two most important challenges in our nation's communities. There are no silver bullets for solving these problems. But we must act now to insure a better quality of life 20 years from now. Building more roads is only one option, but not necessarily the best one for congested regions. Transit -- like the one Vice President Gore helped dedicate in Portland last year -- must continue to play an integral role.

- Solving the congestion problem in the Washington Metropolitan Area has taken on a regional approach. With the second-worst congestion problems and the worst traffic-congestion costs in the nation it is going to take the entire region to solve it.

- Two months ago I met with National Capital Regional Congestion and Mobility Task Force. The challenge is to improve the regional decision making process in order to identify and implement solutions to our critical transportation issues.

- I strongly believe metropolitan areas gain nearly limitless benefits when regional approaches are established to carry out the vision of the community at large.

FULL FUNDING GRANT AGREEMENTS

- In the next few weeks we will announce negotiations to assist in the construction or extension of rail transit systems in several cities throughout the country. These projects will enhance mobility and accessibility, promote sustainable development, smart growth and liveable communities -- addressing some of those concerns I just mentioned.

CLOSING

- President Clinton and Vice President Gore's "people first" agenda will keep America strong, prosperous, and growing in the new century. It reflects the President's commitment to a government that is dedicated to giving people the tools they need to make the most of their own lives and to the values of opportunity, responsibility and community.

# # # #

7.119

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. ONFERENCE OF MAYORS AMTRAK RECEPTION
JANUARY 28, 1999
WASHINGTON, D.C.

Acknowledgments
Administrator Jolene Molitoris
George Warrington, Amtrak President

WELCOME

- This is an exciting time for Amtrak and intercity rail passenger service. This morning I joined President Warrington in Chicago to announce the extension of the Chicago High Speed Rail Corridor.

  Next fall, the Northeast Corridor will launch its high speed rail service between Washington and Boston. Projects are starting up across the country in the Southeast, the Gulf Coast and the Pacific Northwest.

ADMINISTRATION'S COMMITMENT

- The Clinton-Gore Administration believes Amtrak is an important part of our nation's transportation system and should play an expanding role in the future.

- The view is not driven by nostalgia. This form of transportation can offer safe, efficient and environmentally benign service -- providing the mobility this nation will need to be competitive in the next century.

- The scope of the Administration's commitment can be seen in Amtrak's budget. In a reversal of the policy of past Administrations, President Clinton has requested significant funding for Amtrak each year he has been in office.

- In 1999, Amtrak will receive over $1.7 billion in Federal investment -- the largest amount in any year of its 28-year history. That this level of funding could be found in the context of a balanced Federal budget, is the ultimate indicator of how important we view this form of transportation.

- Our commitment of financial resources has been joined with a commitment to restructure and revitalize Amtrak into a cost-effective provider of high quality transportation service.
  - Amtrak has a new market-oriented focus, and seeking out new

opportunities such as high-speed service and expanded transportation of mail and express shipments.
- Amtrak is modernizing its equipment
- Amtrak is listening to its customers

ROLE OF THE MAYORS

- To be successful, however, Amtrak's transformation cannot rely exclusively on the Federal government. Amtrak must rely on partnerships with all of those with a stake in Amtrak's success. One of the most important partnerships must be with the cities and towns that Amtrak serves.

- In some areas, Amtrak links the suburbs to the city core. In others, it is the link between rural and small town America to the large cities and the rest of the nation's transportation system.

- As an anchor for intermodal transportation centers, passenger rail service has shown it can be a catalyst for the revival of urban neighborhoods -- Washington's Union Station is but one of many examples of this.

Cities and towns can take on several roles in partnership with Amtrak:
- as a funding partner in the development and operation of stations;
- promoting Amtrak service to the traveling public;
- and, as an advocate for rail passenger service at the state and Federal levels.

CONCLUSION

- Your cities and towns have a stake in Amtrak's success. Many challenges face us as we move to remake Amtrak and I look forward to working with you as partners to achieve this important goal.

- Clearly, tranportation is the tie that binds. And working together we can build a world-class transportation system for America in the 21st century.

# # # #

7120

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
MID-WEST HIGH SPEED RAIL DESIGNATION PRESS ANNOUNCEMENT
JANUARY 28, 1999
CHICAGO, ILLINOIS

President Clinton, in his State of the Union address, challenged us to build on our nation's accomplishments -- we have the longest peace time expansion in history, the largest budget surplus in a generation, and we are making record investments in surface transportation. But this is not a time to rest. We must continue building a strong America for the new century.

High speed rail -- one of the safest, fastest and most efficient forms of rail transportation around -- can provide enormous benefits to the Midwest -- connecting commuters to jobs, easing highway congestion, eliminating at-grade crossings and promoting a clean environment.

In 1992, the Department of Transportation selected Chicago with links to Detroit, Milwaukee and St. Louis, as a high speed corridor. Today, I am delighted to announce the expansion of that Chicago Hub High Speed Rail Corridor to include a Chicago-Gary-Indianapolis-Cincinnati segment.

This expanded corridor represents opportunity for America's Heartland. It will bring increased economic growth and improved intermodal connections to this region -- improving just-in-time delivery services and moving people more efficiently, while connecting the Midwest to opportunity -- demonstrating the Clinton-Gore Administration's commitment to put the American people first as we move into the new millennium.

Today's announcement is the result of a lot of hard work by many in this room, including Governor Thompson, Secretary Curt Wiley of Indiana, and Federal Railroad Administrator Jolene Molitoris. And Deputy Transportation Secretary Mort Downy, too, has been a strong proponent of high speed rail. I applaud your support and your vision.

- more -

This is a remarkable time for surface transportation. Last June President Clinton signed the Transportation Equity Act for the 21st Century into law, providing record levels of investment for rail, mass transit, and highways.

Building from strength to strength, Amtrak, with assistance from the Clinton-Gore Administration, is back on track. And under the new leadership of President George Warrington and Governor Thompson our nation's intercity passenger rail system will grow even stronger in the new century.

Current congestion levels and the ever increasing demand for travel points to high speed rail as an essential element of a world-class, 21st century transportation system.

All across the country, public/private partnerships are accelerating high speed rail. More than $1 billion in state and private funds have been committed to advancing rail in New York's Empire Corridor, in the Pacific Northwest, the Southeast, the Gulf Coast and of course, the Midwest.

These states are well on their way to developing a high speed rail service that will be comparable to the Northeast Corridor which will introduce high speed rail service this fall with 20 new trainsets between Washington and Boston. And with your continued leadership, high speed rail will be key to transportation in the 21st century.

We will work with you to bring the latest technologies to this region while improving safety and performance. But, we will look to *you* to define the high speed program that works best for the Midwest.

To continue your study of high speed rail technology, I would like to present Governor Thompson -- who leads the nine-state effort -- with this check for $200,000. I know the Midwest Rail Initiative is interested in the non-electric high speed rail locomotive being developed by the FRA. These funds will help you evaluate that new technology.

Governor Thompson, President Warrington, and the Midwest Rail Initiative, I congratulate you on your leadership in bringing high speed rail to the Midwest and, in particular, the Chicago-Indianapolis-Cincinnati route.

The expansion of the Chicago Hub High Speed Rail Corridor represents not only opportunity for this region, but an investment in America's future as we move from strength to strength.

This 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.

# # # #

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
Friday, January 29, 1999

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

MEDIA ADVISORY

U.S. Secretary of Transportation Rodney E. Slater will present President Clinton's proposed fiscal 2000 budget for the Department of Transportation at a media briefing Monday, February 1, at 1:00 p.m., in the Marx Media Room, room 2201, at the U.S. Department of Transportation.

Administrators from the department's operating administrations and representatives from the Office of Budget and Program Performance will be in attendance and available for questions after Secretary Slater's presentation.

The event is open to credentialed media only. Please use the department's Southwest entrance.

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

WHAT: Media briefing on the FY 2000 Department of Transportation budget proposal

WHEN: Monday, February 1, at 1:00 p.m.

WHERE: Marx Media Room, room 2201, Department of Transportation
400 Seventh Street, SW, Washington, D.C.

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7.1198

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
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM ROLLOUT
JANUARY 29, 1999
WASHINGTON, D.C.

Today we celebrate the promise of opportunity -- opportunity based on fairness and equality. It is at the very core of what makes this nation great.

In the new rule we announce today, we are continuing the work begun by the pioneers of equal opportunity programs. I want to pay particular tribute this morning to the Honorable Parren J. Mitchell of Baltimore, who in late 1982 introduced and secured Congressional approval of the first statute to mandate a Disadvantaged Business Enterprise Program (DBE) for the Department of Transportation.

Last year, when a bipartisan Congress enacted TEA-21, it reaffirmed the wisdom of Congressman Mitchell's initiative. In issuing this rule, we are preserving and protecting Congressman Mitchell's vision of DOT programs that are truly open to all American businesses.

Some of the heroes of that legislative victory are here and I want to publicly thank them for their commitment to fairness and opportunity.

Of course every member of Congress here played a huge roll in our victory. But let me recognize some old friends and stalwart civil rights leaders, Wade Henderson, Joann Payne, Tony Robinson, Nancy Zirkin and Weldon Latham.

And finally, I want to recognize a few key Congressional staff members, including Amy Dunathan with Senator Chafee; Joellen Darcy and Mike Evans with Senator Baucus; Melody Barnes with Senator Kennedy; Ward McCarragher and David Heymsfeld with Congressman Oberstar and finally Andrea Martin with Congressman Clyburn and the Congressional Black Caucus. Thank you all for your hard work and commitment to this effort.

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When President Clinton promised to "mend, not end" affirmative action he was making a promise of opportunity. Today's announcement fulfills that promise and these regulations ensure that the promise of opportunity is fulfilled fairly.

Throughout our history, when real hope, real fairness and real opportunity have been extended to Americans, they have taken up the challenge and moved our nation forward. Sadly though, these promises have not always been extended equally to all Americans.

The DBE program changes that. It seeks to tap the talents of all Americans, not just a few.

President Clinton and Vice President Gore understand that the promise of opportunity is what makes America work.

In his State of the Union address, the President announced that we are currently enjoying the largest peacetime economic expansion in the history of the United States.

The state of our Union is very, very good. As the President said, we have nearly 18 million new jobs and the lowest peacetime unemployment rate since 1957.

President Clinton also challenged us to seize the day. Today is not a time to rest but a time to build -- to build bridges of steel and bridges of good will.

We have created a government that not only looks more like America, but it serves all of America. A government that puts the American people -- all people -- first.

We have a lot to be proud of – but we can do more. Every time the President speaks about America's prosperity, he stresses one critical point: our economy is strong and healthy, and it must be inclusive.

Our economy offers prosperity to all Americans: wages are rising at twice the rate of inflation, we have the highest rate of home ownership in history and the smallest welfare rolls in 30 years. We also have the lowest African American and Hispanic unemployment rates ever recorded.

These statistics are evidence of the power of the promise of opportunity. While real equal opportunity is still only a dream in America, we are moving steadily closer to that dream.

When President Clinton promised to mend, but not end, affirmative action he was working hard to pave the road to equal opportunity for all Americans. At the Department of Transportation, we take the business of paving roads very seriously.

I am proud of these new regulations -- and I am proud of the work of my staff and many others in the business community, the civil rights community, state and local government and other federal agencies who helped to shape these regulations.

The new DBE regulations respond to almost 900 comments we received from throughout the nation. They also respond to the comments of Senators and Representatives during the extensive debate on the DBE portions of the TEA-21 legislation last year in Congress.

The defenders of the program spoke eloquently of the importance of the changes that we at DOT were planning to make in the program. They articulated the importance of these changes and their necessity in the search for fairness. And the critics of the program pointed out some things that needed changing and we have done so. Just as fire forges steel, the fight over this DBE program has made it a better program.

So what are these changes? Well, to summarize, the new DBE regulations are intended to promote fairness, with an emphasis on flexibility and efficiency, for all participants in the transportation construction industry. Let me outline some of the improvements we have made.

First, we have completely overhauled the way recipients set and attain goals that will create a level playing field. Under the new rule, it is absolutely clear that the statutory 10 percent national goal is neither a floor nor a ceiling for local communities. Instead local communities must set their goals based on local evidence of the actual availability of qualified DBEs. Our rule gives our recipients the flexibility to determine how they do this. The end result of the goal setting process should be a fair way to seek DBE participation at levels that we would expect in the absence of discrimination.

Once goals are established, recipients must use race-neutral methods (like outreach and technical assistance) to meet as much as possible of their overall goals. Moreover, the new rule makes it absolutely clear that bidders who make good faith efforts to obtain DBE participation will not lose contracts, nor will they be penalized if they fall short of their goals.

While we have followed the courts' lead and have chosen not to outlaw the use of set-asides, we make absolutely clear that set-asides may only be used in the rarest of circumstances -- in cases of especially egregious discrimination where other efforts to remedy the problem have failed. Of course, as in the past, quotas are absolutely prohibited.

Second, we have clarified and streamlined the guidelines dealing with what firms are eligible to be certified as DBEs. There will be "one-stop shopping" in each state for small firms applying for DBE certification. A firm will have to apply only once to be certified as a DBE for all highway, airport, and transit recipients in the state. Moreover, recipients may establish reciprocal agreements allowing DBEs from one state to automatically qualify for certification in another. In addition, the regulation's certification standards are clearer and more specific, resolving many difficult issues that have led to confusion and litigation in the past.

Not only is the certification process more efficient, but the guidelines applying to individual business owners have been changed to emphasize fairness and efficiency. The rule emphasizes that firms owned by socially and economically disadvantaged white males must be allowed to participate as DBEs. In addition, we have created a fairer process for these firms to be certified as DBEs.

We have also chosen to implement a personal net worth cap to be absolutely sure that the benefits of this program are extended to those who need them most. Now, just as in the SBA programs, business owners with a personal net worth of more than $750,000 (excluding the value of the primary residence and the ownership interest in the business) may not participate in the program. As before, individual firms must graduate from the program if they exceed the small business size caps established by the SBA and the TEA-21 legislation.

Finally, we have worked hard to ensure that the DBE program is responsive to local conditions and considerations. Under the new rule, recipients have the flexibility to adapt the program to local conditions, including a brand new waiver provision that allows recipients to seek DOT approval for alternative, innovative ways of running the program.

- more -

Likewise, we encourage recipients to create homegrown solutions to local problems. For instance, in order to minimize the burden on non-DBEs, recipients who determine that they have a problem with "over concentration" of DBEs in certain fields must devise strategies to address the problem that respond to their local needs.

I know there are those who say that the time to end affirmative action has come. I say they are wrong. Affirmative action is about ensuring that the promise of opportunity is extended to all Americans and now is not the time to reneg on that promise.

The Deputy Attorney General's presence here today speaks to this Administration's commitment to do everything in our power to ensure that our equal opportunity programs are fair and comply with the rulings of the Supreme Court -- but we will not take back the promise of opportunity.

Every one of the changes I have mentioned are aimed at fulfilling the promise of opportunity for all Americans working to revitalize our nation's transportation infrastructure.

The promise of opportunity has tremendous power. It is the essence of what drives us to be a better people and a stronger nation. I know that these new DBE regulations will make our department, our transportation system and our nation better and stronger as we move into the 21st Century. Thank you.

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Bill -
Do we are more fwd on PSGr Protection, should we add? Rem: 1

PREPARING FOR THE NEW CENTURY

by Rodney E. Slater
Secretary of Transportation

In the 95 years since the Wright Brothers made their historic flight at Kitty Hawk, NC, the aviation system has become a vital foundation of economic growth in this country and around the globe. Aviation will be as important to the global economy in the 21st century as the Interstate highways have been to our nation's economy during the 20th century.

The six years of economic growth under President Clinton's leadership has produced increased demand for an expanded aviation system. Within a decade, there will be 1 billion air passengers a year in this country, compared to 615 million in 1998. We expect a continued rapid growth in air cargo which involves the transport of the ~~most~~ high valuable freight. in global markets.

We must use 1999 to prepare our aviation system for the new century and the new millennium. If we fail to act, we risk entering the 21st century and the second century of aviation with a system that will stifle economic growth.
capacity constrained

The top transportation priority of the Clinton Administration continues to be the safety of the traveling public. At the same time, we must increase the capacity of the aviation system, ensure competition in the skies and meaningful access to the airways and continue to strive for maximum efficiency.

The Department of Transportation has proposed an ambitious Federal Aviation Administration (FAA) Authorization Act of 1999 that will provide the foundation for the aviation system of the 21st century.

President Clinton challenged us in his State of the Union address, saying that this is not the time to rest, but the time to build. Our FAA reauthorization will provide better services for those who ~~rely on~~ smaller airports, secure economic growth in our communities, provide innovative funding to save taxpayers money, and most importantly, provide programs and funding to make aviation even safer and more productive for all Americans.

Fly out of

for the next decade

Improving Safety: Our goal is to reduce the rate of aviation accidents by 80 percent. We are proposing to set aside funding targeted to meeting safety and security goals.

Rebuilding America" -- Expanding System Capacity: We would allow an increase in the cap on Passenger Facility Charges from the current $3 cap per passenger to $5. Raising the cap could provide $800 million of additional capital development a year to meet airport safety and security needs for the 21st century and invest in vital infrastructure improvements.

Check this # - is it $800 for $2 increase or $800 per $1 of increase? I'm not sure.

Large and medium hub airports that choose to increase their PFC's would be required to forego all Airport Improvement Program (AIP) entitlement funds which will then be available for additional investment in small airports.

We also want to ensure that our nation's environment is not adversely affected as we invest in the aviation system of the 21st Century. We should increase the AIP noise mitigation set-aside with a minimum noise set-aside of $200 million per year.

Enhancing Competition and Access: Our bill proposes that the High Density Rule (HDR) which restricts traffic at LaGuardia and Kennedy airports in New York and O'Hare in Chicago be eliminated in five years. To enhance competition for rural air services, our proposal also removes landing and take-off restrictions for quieter regional jets at the three airports next year.

reflects the progress that has been made in safety, noise + capacity since it was put in place in 1968.

We are also proposing changes in the AIP formula to distribute additional funds to small airports and to fund infrastructure and technology improvements at 1,500 small and rural airports across the country.

Large airports dominated by a single air carrier would be required to submit a competition enhancement plan to the transportation secretary as a prerequisite for a PFC above $4 per passenger.

We propose extending Air Carrier Access Act protections to disabled passengers on foreign air carriers and increasing civil penalties for denying access to air travel because of race, religion or sex from $1,100 to $10,000 per infraction.

Improving Efficiency: Following Vice President Gore's leadership on making the federal government more accountable to the public, we have proposed a performance-based organization (PBO) to provide air traffic services. The PBO would be supported by cost-based user fees on air carriers and fuel taxes paid by general aviation operators. This important management initiative will better orient the organization toward continued improvements in safety and cost-effective operating performance.

within the FAA w/out

The transportation secretary and FAA administrator will retain overall responsibility for aviation safety and security; however, air traffic would not be restrained by rules that may apply to other areas of the FAA unrelated to air traffic control. For day-to-day operations, the measure creates a chief operating officer to run the PBO. Congress would need to both authorize and appropriate the fees for the PBO's use.

We stand at the dawn of the new millennium facing the challenges of globalization, of enhancing access and competition in the aviation marketplace and of improving system efficiency and capacity.

But, working alone, we cannot reach our goals. Last year, a strong, unified effort with active engagement from all interests put a forward-looking surface transportation reauthorization bill on the President's desk. With time running short -- AIP grant programs lapse on March 31 -- it will again take a united effort to find that important common ground.

This Administration is firmly committed to engaging in this effort with Congress and all interests to meet our responsibility to the American people, giving them an aviation system deserving to be called an aviation system of the 21st century.