News:

U.S. Department of Transportation

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FOR IMMEDIATE RELEASE
Tuesday, March 02, 1999

Contact: Pamela Barry
Telephone: 202-493-6024

Media Advisory

Transportation Secretary Rodney Slater to hold Press Conference on Closing Day of National Transportation Safety Conference

U.S Transportation Secretary Rodney E. Slater will hold a press conference on March 3, 1999 at the Grand Hyatt Hotel in Washington, D.C., detailing the safety priorities addressed during the past two day summit on National Transportation Safety. Secretary Slater will be joined by Federal Railroad Administrator (FRA) Jolene Molitoris, Surgeon General David Satcher and community stake holders representing industry, trade, labor, law enforcement and community leaders. The Secretary will also sign a Memorandum of Understanding with corporate leaders.

WHO: U.S. Transportation Secretary Rodney E. Slater
FRA Administrator Jolene Molitoris
Surgeon General David Satcher

WHAT: National Transportation Safety Closing Press Conference
Signing of Memorandum of Understanding

WHEN: 12:30 p.m., Wednesday, March 3, 1999

WHERE: Grand Hyatt Hotel
Franklin Square Room
1000 H St., NW
Washington, DC

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PREPARED REMARKS BY RODNEY E. SLATER
U.S. SECRETARY OF TRANSPORTATION
NATIONAL TRANSPORTATION SAFETY CONFERENCE
OPENING SESSION
WASHINGTON, D.C.
MARCH 2, 1999

Welcome to the 1999 National Transportation Safety Conference. I am glad that you are here -- and I am excited by the energy I feel in the room this morning. We've got an ambitious agenda ahead of us -- nothing less than establishing the foundation for a truly visionary National Safety Action Plan for a new century and a new millennium. That is a tall order for a two-day conference. So it is essential that we vigilantly work together to make it happen. We need to work toward a plan that everyone and every group can buy into, because all of us see the benefits and no one feels left out.

As the President said in his State of the Union Message, *"Our greatest challenge for the 21st century is to find a way to be One America."*

One way to move toward becoming One America is to create innovative opportunities to engage entire communities in a conversation about safety and responsibility. That's exactly what we will be doing later this morning when we are joined by our colleagues and friends in Atlanta, Detroit and San Francisco for an unprecedented Nationwide Town Hall on transportation safety.

President's Accomplishments

Before we start engaging in a community-to-community conversation, I want to begin by thanking President Clinton for making this conversation possible. Under his leadership, Americans continue to enjoy the longest peacetime economic expansion in our history. Nearly 18 million new jobs, wages rising at more than twice the rate of inflation, the highest home ownership in history, the smallest welfare rolls in 30 years and the lowest peacetime unemployment since 1957.

Better yet, for the first time in three decades, the budget is balanced. We went from a deficit of 290 billion dollars in 1992, to a surplus of 70 billion dollars last year. And now we are on course for budget surpluses for the next 25 years.

Setting our fiscal house in order is what made the President's record-level commitment to transportation possible. Over the next 6 years, America will invest a 198 billion dollars in highways, rail and mass transit. And for next year, the President has proposed a precedent-shattering 50.5 billion-dollar transportation budget that includes a record 3.4 billion dollars for transportation safety

The President's bill will fight drunk driving, increase seatbelt and child safety seat use and get unsafe trucks off the road. It also includes 132 million dollars -- a 38 percent increase -- for rail safety and one billion dollars for aviation safety -- an investment that will advance Vice President Gore's 'Safer Skies' goal of reducing fatal accidents by 80 percent within the decade.

Safety Accomplishments

These new investments build upon record accomplishments in transportation safety since 1993 --accomplishments that were made possible because the private sector, the Administration, and the Congress -- as well as countless committed individuals -- worked together to make it happen.

On President Clinton's watch, highway fatality and drunk driving fatality rates have reached record low levels; seat belt use is at an all time high of over 70 percent -- up from under 50 percent in the early 1990s. And highway-rail crossing deaths are at a record low level, down 58 percent from 1988. Railroad employee fatalities are also down 27 percent from a year ago.

You will also be interested to know that the U.S. Coast Guard saves a human life every two hours, around the clock, every day of the year. And in 1998, for the first time ever, no scheduled U.S. air carrier suffered a fatal crash. None of this would have been possible without the kind of public-private collaboration we are trying to foster at this conference..:

Child Safety Seat Announcement

Impressive as these accomplishments are, the President has said *"This is not a time to rest, but a time to build."* He helped set the tone for this safety conference last Saturday with his nationwide radio broadcast announcing new rules to protect the safety of children placed in child safety seats in vehicles. As he made this announcement the President reminded us that *"One of government's first responsibilities is to keep our people safe. And one of the most successful governmental efforts to protect the public is in the area of auto safety."*

The new safety-seat rule is based on a simple idea: require automobile manufacturers to install a single standardized system for attaching child safety seats in cars and light trucks. "Safer, simpler and more secure. "We estimate that putting this rule in place will prevent the deaths of as many as 50 children every year and save 3,000 children from injury every year.

The child safety-seat rule is just the latest in a series of decisive actions by President Clinton to promote safety on the road. In May 1995, the President launched a comprehensive plan to preserve the benefits of air bags while eliminating the risks. In June 1995, the President asked Congress to require the states to pass 'zero tolerance laws 'for youth who drink and drive; a few months

later Congress passed that legislation, the President signed it; and today all states have zero tolerance laws.

And just three months ago, the President announced a Blue Ribbon Safety Panel to come up with effective strategies to increase the use of booster seats for children 4-8 years old and to increase the use of seat belts by children 8-16 years of age.

NEW DOT INITIATIVES

Truck Safety Task Force

I am also pleased to report that former California Congressman Norm Mineta is already hard at work conducting the independent review of truck and bus safety programs he graciously agreed to help us with. He has promised to submit his findings to me and to the DOT Safety Council within 90 days.

Aging Adults Initiative

In his State of the Union Address the President called the aging of America a "remarkable new challenge." This is certainly true in the area of transportation. How effectively will the nation's transportation system be able to accommodate the increasing number of older adults -- especially the 65-year old plus group that will grow by more than 50 percent by the year 2020? To find out, we are conducting a series of workshops around the country this spring, and I encourage you to participate in this national dialog if you can. By November, we want to have a clear vision of what has to be done to make sure that America's 21st century transportation system can meet the needs of the baby boom generation as it moves into post-retirement years.

CONCLUSION

These transportation initiatives and information resources are not the answer to all the safety challenges we will discuss at this conference. I offer them only as a reminder that good ideas come in all sizes -- and no idea is too small to consider. As management expert Tom Peters suggests in his book A Passion for Excellence, *"Advantage comes from a persistent seeking of the mundane edge."*

Over the next two days we have an opportunity to develop new ideas that can make a real difference in reducing the number of deaths and injuries resulting from transportation related incidents. Some will be big. Some will be small. But if we focus sharply, with vision and with vigilance, on ways to raise public awareness of the safety challenges facing us all, we can make a huge difference in people's lives. The Livable Community the Vice President has spoken of so

eloquently is, first and foremost, a safe community. It is also a responsible community.

This conference is a crucial next step in creating a national transportation safety agenda for the next century. Safety begins as a conversation among concerned individuals and organizations. It builds momentum when we acknowledge that safety is a promise that we make and keep together. And, finally, as we move from strength to strength, we are able to translate those promises into an effective structure for action and accountability. By working together, we can make it happen.

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Transportation

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FOR IMMEDIATE RELEASE
Wednesday, March 3, 1999

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

MEDIA ADVISORY

**Secretary Slater to Testify Before
Senate Appropriations Subcommittee**

U.S. Secretary of Transportation Rodney E. Slater will testify tomorrow before the Senate Appropriations Subcommittee on Transportation concerning the Department of Transportation FY 2000 budget request.

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

WHAT: Testifies before Senate Appropriations Subcommittee on Transportation concerning DOT FY 2000 budget

WHEN: 10:00 a.m., Thursday, March 4

WHERE: Room 124, Dirksen Senate Office Building

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Draft final 3/3/99

CLOSING REMARKS BY RODNEY E. SLATER
U.S. SECRETARY OF TRANSPORTATION
NATIONAL TRANSPORTATION SAFETY CONFERENCE
WASHINGTON, D.C.
MARCH 3, 1999

Let me begin with a brief announcement. I will join Vice President Gore on Monday at the White House for an event addressing the impact of traffic congestion on our communities and how this relates to the Vice President's Livability Agenda. This announcement underscores transportation's critical contribution to creating livable communities and the central role transportation plays in this Administration's overall economic development strategy. It also emphasizes President Clinton's commitment to "putting people first."

This *National Transportation Safety Conference* represents a major step forward in advancing this nation's safety agenda. In the months and years ahead it will make a real difference in reducing the number of deaths and injuries resulting from transportation-related incidents.

We have focused sharply, with vision and vigilance, on President Clinton's highest transportation priority -- safety. From Day One, this Administration has been committed to "putting people first." And with respect to transportation, putting people first means putting safety first. By using this conference to raise public awareness of the safety challenges facing us all, we have moved the national conversation about the role of individual responsibility for ensuring traffic safety to higher heights. During the course of the meeting, Chairman Shuster and Representative Oberstar have provided us with a valuable congressional perspective on safety. And Deputy Secretary Downey has ably summarized our accomplishments and the next steps we must take to translate our conversation into effective action.

National Safety Action Plan

Let me just underscore my conviction that our most important accomplishment has been to establish a firm foundation for a National Transportation Safety Action Plan -- and to set in motion a process to work out the details of that plan in the coming months. The Department of Transportation's Safety Council, under its incoming chairman, Gene Conti, our Assistant Secretary for Transportation Policy, will be responsible for completing and implementing the Plan.

Safety Pledge

The heart of that plan is the understanding that safety is a "promise that we keep together." That is why we launched this conference with a live, nation-wide town hall on transportation safety, asking each participant to sign a "safety pledge" card, promising to—

- Be alert and stay sober
- Buckle up and use child safety seats
- Stay in control and respect speed limits
- Obey all signs, signals, instructions and safety rules
- And to watch for safety and security risks

My request of you, as you leave this conference, is that you work through your respective organizations and in the communities where you live to encourage all Americans to join us in signing this pledge. Only by changing individual behavior can we make sure that when we travel, whether it is around the corner or across the country, and whether it is by car, air, boat, rail, or transit, that we arrive safely.

I would also like to take this opportunity to thank all of those who have worked so hard in recent weeks and months to organize and put on this conference. And I want to thank each one of you, and the organizations and communities you represent, for participating so energetically and enthusiastically in this process.

Conclusion

This conference underscores the commitment we all share to the cause of transportation safety. For the Department of Transportation, safety is our *North Star,* guiding us in everything we do. Our nation's greatest resource is our people. Their safety is paramount. This conference has focused on the actions we can take as individuals and as organizations to assure that Americans continue to enjoy the benefits of a transportation system that is efficient, accessible, and -- above all -- the safest in the world.

Let me conclude by sharing something that one of America's foremost students of human nature, the anthropologist Margaret Mead, once said:

"Never doubt that a group of thoughtful, committed people can change the world. Indeed, it is the only thing that ever has."

Thank you -- and travel safely!

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OPENING REMARKS -- DAY 2
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL TRANSPORTATION SAFETY CONFERENCE
WASHINGTON, D.C.
MARCH 3, 1999

Thank you, Jolene. We have now past the halfway mark for the National Transportation Safety Conference of 1999. We have already made great strides toward protecting the safety of ourselves, our families and our friends -- what President Clinton has called "One of government's first responsibilities."

During yesterday's unprecedented National Town Meeting we launched a campaign to move America's conversation about transportation safety to the forefront of public awareness, where it belongs. First, we listened to moving personal accounts about describing the powerful impact safety issues and concerns can have on people's lives. We responded by joining with our fellow Americans across the country in signing a pledge card promising to make safety our highest personal priority. We signed the Safety Pledge not just to protect ourselves, but to protect our families and our friends.

I urge every American to join us in taking the National Safety Pledge.

Clearly, safety is a promise that we keep together. Research has shown that that we are more likely to take safety precautions when others are depending on us, than when we act for ourselves alone. All of us can benefit from the encouragement and the support that comes from making a public commitment.

At yesterday afternoon's Plenary Session, we focused on how education, training and enforcement programs can support us in keeping our safety promise. Then we broke up into smaller groups to look at specific issues linking personal responsibility to transportation safety -- the effects of fatigue and high-risk behavior, the impact of drugs and alcohol, and concerns about mobility and accessibility.

Among the interesting suggestions that came up during the afternoon was the need to focus on prevention, rather than remedial action, the importance of training and mentoring, the need for long-term thinking to replace short-term thinking and the crucial role technology can play in augmenting safety now.

Now that we've defined the key safety issues facing the nation, it is time to set the stage for committed action. The focus of today's agenda is to identify possible national safety goals for the next five years -- and then to prioritize those goals.

This is a time to be creative, to think "outside the box" and come up with fresh ideas. This is a time to be creative, to think "outside the box" and come up with fresh ideas. I encourage you to look beyond the specific needs and concerns of the organizations and institutions you represent. Keep in mind that our purpose today is to lay the foundation for a National Safety Action Plan for the nation.

As we move through the priority-setting phase of today's program, some of you may be concerned that safety concerns at the top of your personal list may not make the first tier of concerns of the whole group. Let me say two things about that:

First, as part of the follow-up to this conference, we will carefully review *every* proposed action item for possible inclusion in the National Safety Action Plan at some point. If not now, perhaps later

And second, I urge you to take your idea and use it in your own organization. Make it part of your own organization's safety plan; enroll others to join you. Don't wait for government to do it; 'just make it so.'

Introduction of Chairman Shuster

Safety is an issue that affects everyone, and fortunately, it is an issue that continues to enjoy strong bipartisan support in the Congress. Among the most bipartisan leaders of the Congress is this morning's keynote speaker, the Republican Chairman of the House Committee on Transportation and Infrastructure, Congressman "Bud" Shuster of Pennsylvania.

I witnessed his even-handed judgement and wisdom first-hand last year as we worked together through the legislative process that culminated in the Congressional passage of the *Transportation Equity Act for the 21st Century* that President Clinton signed into law on June 9th. This unprecedented record-level commitment to America's surface transportation system will ensure that we continue to enjoy the world's most efficient, effective -- and safest transportation in the world in the next century.

As Chairman, Mr. Shuster has jurisdiction over almost all of the transportation safety concerns facing the nation. As a key Congressional leader, he can provide us with a comprehensive overview of the legislative aspects of transportation safety. As a crash survivor whose life was saved by a seatbelt, he can also speak from personal experience. Ladies and gentlemen, it is now my privilege to introduce Congressman "Bud" Shuster.

(After Shuster speaks)

Thank you. Before we begin this morning's work session our facilitator -- Jeff Hanan of *Equals Three Communications* -- will provide specific instructions and guidelines. These instructions will include a description of an innovative technique to insure that every voice is heard. I think you will find the 'visual issue mapping' process particularly interesting.

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ORAL STATEMENT
SECRETARY SLATER
SUBCOMMITTEE ON TRANSPORTATION
COMMITTEE ON APPROPRIATIONS
U.S. SENATE
March 4, 1999

Mr. Chairman, Members of the Subcommittee: thank you for the opportunity to testify today. I'd like to submit my written statement for the record.

The record $50.5 billion budget we propose for fiscal year 2000 is vital to keep America strong as we move into the new century. As President Clinton said in his State of the Union address, "how we fare as a nation far into the 21st century depends on what we do as a nation today."

The fiscal year 2000 budget helps set the course for investment to assure that we have a transportation system that supports our needs, dreams and hopes for the country in the new millennium. It is a budget not just about funding concrete asphalt and steel, but about meeting the needs of the American people.

These needs are addressed by the Department through our strategic goals of safety, mobility, economic growth, environment and security. These goals are foremost in our minds in everything that we do. I'd like to touch on the initiatives included in our budget in each of these vital areas.

Safety

Our efforts to improve transportation safety and security are measured in terms dear to all of us -- the lives we save. The fiscal year 2000 budget includes a record $3.4 billion for transportation safety, 8 percent above current levels, in order to increase critical highway, rail, maritime and aviation safety programs.

Just yesterday, we concluded a successful national conference on transportation safety which served to focus our attention and vision to the development of a national safety action plan.

Last year nearly 42,000 Americans died on our roads. Highway crashes are the leading cause of death for ages 6 through 27. As was recognized at the conference, we have to do better and we created an action plan to assure that we do better!

We know that seat belts and child safety seats work. Today, seat belts save about 10,000 lives annually, but they could save more. Last Saturday President Clinton announced a new requirement for universal child safety seats, which will make it easier to properly install child safety seats and save an estimated 50 lives a year. The 2000 budget includes additional funding for programs to increase seat belt use to 85 % in 2000, the President's goal.

Annually, over 5,000 people die in crashes with heavy trucks. That's clearly not acceptable. We will take all steps necessary to address the causes of these tragedies. I have appointed former U.S. Representative Norm Mineta to review motor carrier safety programs and submit findings to me by late spring. The findings are to include ways the motor carrier program can be improved and where it should be located in the Department.

There were no fatal crashes of U.S. scheduled air carriers last year. However, we must remain vigilant in our aviation safety efforts. Last April, Vice President Gore announced FAA's Safer Skies Agenda, which is designed to bring about a five-fold reduction in fatal aircraft accidents. Under this initiative, FAA will concentrate its resources on the most prevalent causes of aircraft accidents, using special teams of technical experts to recommend safety advances. Over $1 billion is includes in our budget for aviation safety programs, 7 percent above current levels.

Mobility

In support of our mobility goals, we all should be proud of the great strides made in transportation infrastructure investment. This investment is critical for the nation's economic prosperity and quality of life. As a result of this investment, the condition and performance of our nation's key bridges and highways has improved. The 2000 budget includes a record $36 billion in transportation infrastructure investment.

As former Transportation Secretary John Volpe said, "no one mode of transportation will ever solve our transportation problems." That's why our budget includes funding to help better manage our transportation system and use it more efficiently. A record $6.1 billion is included for transit programs, including funding for seven new full funding grant agreements. And $27.3 billion, 7% above this year, is proposed for the highway program.

Financing our aviation systems' needs is a critical priority. Our budget includes a total of $8.4 billion for FAA operations and modernization, 9 percent above current levels. We want to work with Congress to establish cost-based user fees for air traffic control operations. And we are committed to implementing the cost accounting system that must underpin the collection of such fees.

Financing for Amtrak is another key priority and we request $571 million in capital funding for Amtrak. Amtrak needs to improve its revenue situation and reduce operating costs. We need to help them do that.

Y2K Response

As stewards of the nation's transportation investment, one of our top priorities is to address the Y2K problem. Our efforts are focused on fixing our internal problems and working with the transportation industry.

First, we are making progress in fixing our internal systems. 53% of our mission-critical systems are Y2K compliant. And 98% of the remaining systems that required repair have been fixed. Of the systems we have fixed, testing is now completed for 79% of them. Based on this progress and the fact that our progress has been in line with our plan, I expect to see a significant increase in Y2K compliance over the next few months.

We are also actively working with the transportation industry domestically and internationally to assess readiness, share best practices, and provide status information to the American people.

Economic Growth and Trade

Regarding economic growth, our transportation investment, and the nation's robust economic performance, have made a difference in people's lives. We have the lowest welfare rolls in 30 years. President Clinton has recognized that welfare recipients still face barriers as they cannot go to work if they cannot get to work. Our budget includes $150 million, double this year's amount, for the Job Access and Reverse Commute program. This is essential to support our welfare-to-work goals and economic growth in our low-income workforce.

Environment

The environment must be a priority as we fund transportation programs and provide transportation alternatives. The budget includes $3.9 billion, 13 percent above current levels, for DOT environmental programs.

As Vice President Gore said in announcing the Clinton-Gore Livability Agenda, "we can build an America for our children that is not just better off - but better." The transportation component of this agenda includes programs that enhance transportation alternatives and planning. It includes a record $1.8 billion for the Congestion Mitigation and Air Quality Improvement Program to help communities reach and maintain healthy air standards. It also doubles the funding provided to the Transportation and Community and System Preservation Pilot Program, so communities can develop smart-growth plans to combat congestion and sprawl.

National Security

Our national security goals include protecting our transportation system from harm, protecting our borders, and ensuring the we are ready to meet our national defense needs. National security is a key transportation mission and we have carried it out most effectively.

In fact, last January I joined Coast Guard officials in Houston after they had seized nearly five tons of cocaine, one of the largest seizures on record. The budget includes $566 million for Coast Guard drug interdiction programs, which will enable our drug interdiction performance to improve this (so far very successful) year.

We also must remain vigilant in our efforts to prevent terrorism. The budget includes $100 million for the purchase of airport explosive detection equipment.

Closing

In closing let me say that our goals for transportation in the next century can only be achieved by making sure our transportation system remains healthy and able to serve, and that it does not obstruct -- through want of resolve or resources -- the safe and efficient movement of people and goods throughout this land and abroad. Our FY 2000 budget request, is, I believe, critical to that end.

I look forward to working with this Subcommittee and the entire Senate and House to pass a forward-looking transportation appropriations bill that moves us into the 21st Century.

U.S. Department of Transportation

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
HOWARD UNIVERSITY'S 132nd ANNIVERSARY CHARTER DAY CONVOCATION
MARCH 5, 1999
WASHINGTON, D.C.

A 19th century survivor of America's 'peculiar institution' summed up the African-American experience through the end of the Civil War in 1865 by saying "There is one sin that slavery committed against me which I can never forgive. It robbed me of my education. The injury is irreparable."

Irreparable for an individual, perhaps. But not for a people. In 1867, just two years after the end of the Civil War, Howard University opened its doors of opportunity to former slaves and their descendants as well as to countless others who sought the freedom only knowledge can provide.

In the 132 years that followed, more than 60,000 graduates have passed between these hallowed walls.

One of them is my young cousin, Ms. Ebony Jackson, a senior in the School of Communications majoring in Radio, Television and Film, who will soon become one of those distinguished graduates. She will join so many other Howard graduates, men and women of distinction like:

- Former New York City Mayor David Dinkins
- Former UN Ambassador Andrew Young
- Nobel Laureate, Toni Morrison
- Former President of the National Urban League, Vernon Jordan
- Opera singer, Jessye Norman
- Former Virginia Governor Doug Wilder

- more -

- And the late Supreme Court Justice Thurgood Marshall, to name but a few.

The Clinton Administration has benefited enormously from Howard's contribution to the nation's talent pool by putting so many Howard alumni to work in key leadership positions:

- Togo West, U.S. Secretary of Veterans Affairs

- Bob Nash, Director of White House Personnel

- Judy Winston, Executive Director of the President's Initiative on Race

- Jena Roscoe, Associate Director for Public Liaison

- Sterling Henry, Deputy Director of the White House Initiative on Historically Black Colleges and Universities

- and Mike Espy, former Secretary of the U.S. Department of Agriculture.

Howard graduates have helped the President restore the U.S. economy to health and lay the foundation for future prosperity in a new century and a new millennium.

Under the President's leadership, Americans are enjoying the longest peacetime economic expansion in our history, with nearly 18 million new jobs, wages rising at twice the rate of inflation, the highest home ownership in history, the smallest welfare rolls in 30 years and the lowest peacetime unemployment since 1957. We have the lowest violent crime rate in a quarter century and the cleanest environment in a quarter century.

And this time the African American community is sharing in the benefits of economic growth. More African Americans own homes today than ever before. Our unemployment rate -- 8.9 percent -- is the lowest since at least 1972, the first year this data was collected. Our real wages are rising. Our median income is up 15 percent since 1993. And the poverty rate among African-Americans, while still unacceptably high -- is at an all time low.

While these gains are significant and should be applauded there is still a long way to go. We must continue, moving from strength to strength, to bring all Americans into the winner's circle. As the President has said, "This is not a time to rest, but a time to build.

Howard is clearly committed to doing its share of building -- and more:

Howard consistently graduates more African American doctors and lawyers, and awards more African American doctoral degrees than any other institution in the country. And Howard is one of only 88 in the nation ranked by the Carnegie Foundation as a Level One research institution.

Actually, I think you are more than 'Level One.' I think you are 'one of a kind.' Howard attracts the best and the brightest. With 224 scholars currently enrolled, Howard has been one of the top three institutions to attract National Achievement Scholars for the past three years in a row.

The 'pursuit of excellence' in Scholarship is nothing new for Howard. For more than 40 years, Alain Locke -- the first African American Rhodes Scholar -- encouraged students here to spread their wings and reach for the stars. Today Howard's faculty still comprises the largest assembly of African American scholars in the world.

Howard's latest Rhodes Scholar, Ms. Carla J. Peterman who, by the way, turned down both Yale and Rutgers Universities to attend this esteemed institution is now on her way to Oxford, England for the fall term.

Under President Swygert's leadership, Howard University is also spearheading a renaissance for itself and for the surrounding community:

- By building two new research facilities -- the Howard University School of Law Library and the Louis Stokes Health Sciences Library – this great university clearly intends to remain at the forefront of cutting-edge research.

- And your LeDroit Park Initiative is restoring the neighborhood near the school to its former days of glory -- the days when poet, Paul Laurence Dunbar and civil rights activist, Mary Church Terrell and other legendary figures lived here.

A revitalized LeDroit park will not only help the neighborhood, it will help the city by energizing Mayor Anthony Williams' campaign to encourage the 24 million tourists who visit our nation's capital every year to look beyond the Mall. He wants visitors to walk neighborhood streets, to dine on U Street, to visit the Lincoln Theater and the many other historic sites that can be discovered off the beaten path.

I am also excited about Howard University's Africa Initiative, which is forging a strong global link between Howard and the people of South Africa. By serving as a member of Vice President Gore's U.S.—South African Binational Commission, President Swygert is well-positioned to link Howard's special interest in South Africa to President Clinton's vision of full partnership with the African continent. As the President said during his historic visit to Africa last March, "The marginalization of Africa is over -- and over forever.

To celebrate the anniversary of the President's historic visit, the Administration will host the first-ever U.S.-Africa ministerial in less than two weeks. Ministers representing more than 40 African nations will visit Washington to discuss strategies for expanding trade and investment, as well as expanding economic development opportunities.

To those who ask why an U.S. Secretary of Transportation is interested in international trade, I have a short answer: "jobs." 30 percent of our nation's economic growth in recent years is based on international trade.

With more than 600 million inhabitants, sub Saharan Africa is one of world's largest undeveloped markets. The President's proposed Africa Growth and Opportunity Act, (AGOA) is premised on the conviction that economic development will benefit both Africans and Americans. This legislation passed the House last year, but failed to clear the Senate before the end of the session. The President emphasized the importance of this legislation in his State of the Union Address, and the prospects for passage look good.

We also need to do more to support quality jobs for the domestic economy. In January, while visiting Jesse Jackson's "Wall Street Project," President Clinton spoke of building an America where the American Dream is alive for everyone willing to work for it, an America where our people have been brought together, across the racial lines that divide us, into one America.

He challenged Wall Street to help build One America for all of America -- to do more to invest in America -- to do more to trade with America -- to do more to train America. The long-term key to accomplishing this bold agenda is clearly education.

As a great Democratic President, Franklin D. Roosevelt once said, We cannot always build the future for our youth, but we can build our youth for the future."

As U.S. Secretary of Transportation I know first hand that our schools are not yet doing what they must do to produce the high quality trained professionals our economy will need to compete in the next century. We already have serious shortages throughout the transportation industry.

We simply cannot find enough qualified people to fill high-paying, high-tech jobs in the auto industry, in highway construction, in aviation, in railways. These jobs require strong computer, math and science skills.

At the Department of Transportation we are responding to this challenge through our Garrett A. Morgan Technology and Transportation Futures Program. We are partnering with elementary and middle schools, high schools, colleges and universities, to promote technology education and training. During the last two years we have reached out to more than 500,000 students.

Our goal is to create a transportation workforce with the skills to develop, design, and operate the complex transportation systems of tomorrow that will keep America moving from strength to strength well into the new millennium.

Let me say that I am delighted to know that Howard University's innovative core curriculum ensures that every graduate of this University possesses the highest proficiency in language, math, computers, and the ability to think critically and communicate effectively -- essential skills for the workforce of the 21st century.

Recognizing the superior quality of historically black colleges and universities and the outstanding talent they produce, the Clinton-Gore Administration has invested more than $1 billion to support these institutions.

In 1997, HBCUs graduated 41 percent of African American math majors; 38 percent of the computer science majors; 38 percent of the life science majors; 37 percent of the education majors and 25 percent of the engineering majors. For many of these graduates, Howard University is their Alma Mater.

And each year, Howard University plays a key role in increasing those numbers. In his inaugural speech 73 years ago, President Mordecai Wyatt Johnson talked about the covenant of a Howard education, Veritas Et Utilitas -- truth and service -- and how it would uplift our community.

Let me close on this, students I encourage you to take advantage of every opportunity that comes your way. This is an age that lets us do more than imagine a better world -- we can make it possible. But nothing about this New World is guaranteed. We all must work hard and use our talents to meet the challenges we face, and to make the most of the opportunities we find.

As did the Howard Alumni who came before you, commit yourself to making an impact -- not just an impression. Let your actions speak louder than your words. And know this, in spite of the extraordinary accomplishments made by Howard graduates over the last 132 years, the best is yet to come.

If Mordecai Wyatt Johnson were here today, he would look out into this sea of faces with pride in the accomplishments of this great institution. Howard graduates are uplifting not only African Americans, but also the entire nation. For that, on behalf of the President and this Administration you have our gratitude and our thanks.

# # # #

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

March 4, 1999

Mr. Chairman, Members of the Subcommittee. Thank you for the opportunity to testify today in support of the Department of Transportation's (DOT) Budget for fiscal year (FY) 2000.

Overview

The record $50.5 billion budget we have proposed for FY 2000 supports the powerful intermodal transportation network that is vital to keeping America economically strong. It builds new frameworks as well as advances those we have put in place to support President Clinton's and Vice President Gore's vision for the future of our country.

Over the last two years, we at the Department of Transportation have worked diligently to become a visionary and vigilant organization that casts its vision not only for the next three years, but for the next thirty. We must make decisions now to provide a policy architecture that will lead to a transportation system that will meet America's needs in the 21st Century.

The FY 2000 budget continues our effort to set the course for investment to assure that we have a transportation system that supports our hopes and dreams for, and as important the needs of, the

country in the next century and the new millennium. It is a budget not just about funding concrete, asphalt, and steel, but about meeting the infrastructure and human needs of America. We value life, so we must enhance and improve transportation safety and security. We as a nation value mobility, so we must provide for it efficiently and intelligently. Like those before us who saw the promise of rail and aviation, we have the opportunity--and the responsibility--to assess transportation needs for the future and to address them in our time.

As President Clinton said in his State of the Union address, "how we fare as a nation, *far* into the 21st century, depends on what we do as a nation *today*." *Today*, we have a safer – a more efficient – and a more environmentally-sound transportation system. But, as the President said, this is *not* a time to rest, but *a time to build*. He described some of the challenges we must be ready to meet in the 21st century:

- an *aging population* – with new mobility needs;

- a greater need for *quality education* – to support transportation systems which increasingly rely on technology – and to build a transportation work force for the 21st century;

- the need to *strengthen families and communities* – important when lengthy commutes already fray family ties;

- a truly *global economy* – with growing demands for more efficient worldwide transportation links; and

- *new challenges to peace and security* – as terrorism can strike targets once thought secure.

As a truly visionary and vigilant Department of Transportation, we stand ready to do our part in meeting these challenges by creating a transportation system for the 21st century – one that is international in reach – intermodal in form – intelligent in character – and inclusive in service.

A 21st Century Transportation System

To ensure a national transportation system that meets 21st Century demands, we must build upon the great network that we have today. Our five strategic goals to improve the nation's safety, mobility, economic growth and trade, environment and security form the basis for us to achieve such a truly integrated transportation system.

America's transportation system is the circulatory system of our economy. It touches every one of us every day. Interruptions in any part of the system affect thousands of people instantly--Americans have come to expect their transportation system to work for them, and justly complain at the slightest interruptions. The economy grows and works best when there are no impediments to goods and people getting where they must--thus an economy that works for all Americans depends on a transportation system that is safe and serves all areas of the nation efficiently. I am convinced that better linkage of our transportation system, probably in ways we haven't even dreamed of today, will be critical to meeting our needs in this global economy. America's future success as a global competitor depends on whether we can move goods from U.S. factories to world markets efficiently, reliably and securely.

Transportation becomes a part of every good and service produced in the economy, and the mobility it provides is an essential ingredient of daily life. These benefits, however, come at a cost measured not only in dollars. Because of the enormous scale of transportation in the United States, the toll in terms of transportation fatalities and injuries, oil consumption and imports, and air and water pollution is high. We must use the system's existing capacity more intelligently and focus on eliminating its negative impacts. For example, the safety activities we conduct in the highway, rail, maritime and aviation areas focus on improving vehicles and addressing

human behavior. For pipelines, our focus is on preventing damage to underground facilities through better excavation practices, and improving communication systems and location capabilities.

Many transportation fatalities are preventable. They occur when people do not buckle up or use life vests, or because they drink while driving or boating. America's seat belt use rate, while on the upswing, continues to lag behind that of other countries. Because of the lethal consequences, and the opportunity for improvement, additional funding is requested for programs to increase seat belt use to 85% in 2000, the President's goal.

Transportation accessibility has grown considerably in the past 30 years. Construction of the Interstate Highway System and airline deregulation have made it possible for all Americans to travel thousands of miles across this country easily. Implementation of the Americans with Disabilities Act has broadened transportation opportunities for disabled Americans, but work still remains to further these efforts as we move toward the millennium. The Vice President recently announced a program to encourage families to buy homes close to mass transit. The transportation system needs to be further broadened to support welfare reform by providing transportation from poverty-stricken neighborhoods to areas of job growth--often suburban locations. It is our responsibility to continue the expansion of transportation opportunities to those who do not have adequate access today.

Just as we were able to shape surface transportation for the 21st Century with passage of TEA-21, we have the opportunity to shape aviation's future with a comprehensive reauthorization of aviation programs this year. Our aviation reauthorization proposal, submitted last month, reflects our core objectives of improving safety and efficiency, expanding system capacity, enhancing competition and access, assuring stability in financing, and improving rural air service.

Transportation Investment Achieves Results

We all should be proud of the great strides made in transportation infrastructure investment. We've invested in our transportation infrastructure to make our system safer and better able to handle the traffic generated by our growing economy. As a result, the condition and performance of our nation's key bridges and highways has improved. And we have opened over 100 miles of new rail transit service since 1993. We are investing a record $36 billion in infrastructure investment – an amount that is *72 percent* above the average of the first four years of this decade - in FY 2000 to continue this progress.

We at DOT have also worked to improve the management of the Department, as I know you heard about last week at your hearing with Assistant Secretary Basso and Inspector General Mead. The size of the DOT workforce is almost 10 percent smaller today than it was in 1993, with the reduction reflecting the priorities of the Department in a changing transportation climate. In order to keep our air traffic controller and maintenance technician workforce growing to handle safely the ever increasing demand for air travel, more dramatic downsizing occurred in the rest of the Department, primarily by restructuring administrative and oversight activities as recommended by the National Partnership for Reinventing Government (NPR). We are working smarter by eliminating bureaucratic impediments and focusing on serving our customers. Through our ONE DOT initiative, the Department is developing creative, common sense, intermodal solutions to every-day transportation problems. These solutions can be as simple as encouraging people to buckle-up when they leave the airport and enter our highways.

Looking At The New Challenges We Face

The Department has looked anew at the challenges our transportation system faces in the 21st Century and taken stock of the adequacy of the system to meet those challenges. The funding increases we request are critical to address key safety, mobility, economic growth and trade, environment and national security efforts. A major part of our funding proposal is to dedicate

the $1.5 billion increase in funding due to higher than expected motor fuel tax receipts to our top priorities of improving safety, air quality, transit services including access to jobs, and research.

Also, the Department is actively addressing the year 2000 problem. First, we continue to make progress in fixing our internal systems. In February we reported to the Office of Management and Budget that 53% percent of our mission-critical systems were compliant. Additionally, 98% of the remaining systems that required repair have now been fixed. Of the systems we have fixed, testing is now completed for 79% of them. Based on these numbers, I expect to see a significant increase in compliant systems we report during the coming months. I also expect that all of our contigency plans will be completed and fully tested. Furthermore, the Department is actively working with the transportation industry domestically and internationally. We are assessing readiness, sharing best practices, looking for ways to eliminate obstacles to bringing systems into compliance and providing status information to the American people. Domestically we are seeing progress but remain concerned about international efforts. There is still a great deal of work to be done, but many dedicated men and women in the Department are working long hours, without complaint, to complete this critical work. We intend to be ready for the new millennium.

SAFETY

Safety is our top strategic goal – our North Star – and our transportation system's performance reflects the strength of this commitment. While our transportation system helps move America forward economically, we must continue doing all we can to make sure America is moving safely. This is true whether people are moving on our roads, transit systems, railroads, waterways or in our skies. The most serious unintended consequence of transportation is its impact on public health and well being. DOT safety programs are designed to help reduce transportation fatalities, injuries and property damage.

Travel *has* become safer in the past six years:

- highway injury and fatality rates are at all-time lows;
- the Coast Guard saves a life every two hours;
- we have seen double-digit decreases in rail fatalities over the past two years; and
- last year, for the first time in history, no scheduled U.S. air carrier suffered a fatal crash.

The President wants to enhance this progress even as our economy expands and travel grows. We propose to increase DOT safety funding to $3.4 billion, 8 percent over the FY 1999 level.

Just yesterday, we concluded a successful national conference on transportation safety which served to focus our attention and vision to the development of a national safety action plan. As was recognized at the conference, we have to do better and we created an action plan to assure that we do better!

Since most transportation deaths occur on our roads, we must continue making them safer. We are extremely troubled by the fact that 63 percent of the motor vehicle occupants who died in traffic crashes last year were not buckled up, and almost 60 percent of the small children who died in traffic crashes in 1997 were not in safety seats. Unquestionably, the best way to save lives and prevent injuries on the road is for each and every one of us to use a seat belt and to protect our children by properly securing them in safety seats and keeping them in the backseats. Traffic safety must be an area of even more emphasis in the years to come since, with demographic and economic trends, the problem will worsen unless the Federal government and our State and local partners take aggressive action. That is why we propose to raise NHTSA spending by 12 percent, to $404 million, and FHWA safety funding to almost $900 million. This

expenditure would support strategies that work:

- tough laws against drunk driving;
- expanded use of seat belts and child safety seats;
- safer road designs; and
- new technologies.

Ensuring safe motor carrier transportation is a critical part of our overall efforts to improve highway safety. Healthy economic growth and logistical innovations like "just in time" delivery have spurred significant increases in truck travel and have been a boon for the trucking industry. But while the motor carrier fatality rate has decreased significantly -- from 3.7 per 100 million vehicle miles traveled in 1989 to 2.8 today -- the number of large truck crash fatalities has increased from 4,462 in 1992 to 5,355 in 1997, and the fatality rate has not decreased significantly over the last few years. This is unacceptable and we are making the changes necessary to reduce deaths and injuries.

Federal motor carrier safety programs must be more focused and strategic, and channel resources to strategies that give us the highest payoff in reducing crashes. The FY 2000 budget includes a total of $160 million, five percent above FY 1999, for motor carrier safety programs, with special emphasis on creating a performance-based motor carrier program. The Inspector General recommended that FHWA replace its system for prioritizing carriers with a system that defines problem carriers based upon on-the-road performance. In response, FHWA implemented what is known as SafeStat risk assessment criteria, a more results-oriented, performance-based algorithm for the identification of "high risk" motor carriers in order to get best results from on-site compliance reviews. While the system isn't perfect, it is much better. We still need to work to get more complete and timely information.

FHWA is also making progress in nation-wide implementation of its Performance and Registration Systems Management (PRISM) program, with 20 states expected to be PRISM participants by the end of FY 2000. PRISM uses safety data to identify carriers that are prone to accident involvement -- thus allowing FHWA and the states to focus on unsafe carriers. In addition, FHWA will be increasing its inspection of trucks near ports of entry and stepping up the data exchange between the U.S. and Mexico to increase the level of safety for trucks entering the U.S. from Mexico.

However, recent events show that we must be ever more vigilant when it comes to motor carrier safety. That is why the Department has created a ONE DOT motor carrier safety team, including FHWA, NHTSA, OST, and other DOT units, to identify ways to improve motor carrier safety, in conjunction with an independent review of motor carrier safety led by former House Public Works Committee Chairman Norman Mineta. Whatever the rates or trends, 5,000 deaths per year is an unacceptable number. We intend to take all steps necessary to break through this plateau, and then continue to reduce the numbers as well as the rate.

We also propose a billion dollars – a 7 percent increase – for aviation safety programs. This includes the Safer Skies initiative that Vice President Gore announced to reduce aviation fatalities by 80 percent within a decade. Under this initiative, special teams of technical experts will zero in on the leading causes of crashes, fatalities and injuries so we can prevent them before they happen.

Even though safety on our railroads has improved, the amount of freight traffic handled by our nation's railroads has increased (revenue ton-miles have risen by more than a third since 1990) and we must remain vigilant regarding our safety responsibilities. $132 million, 38 percent above this year's level, is proposed to continue and expand upon our rail safety research and programmatic efforts, bringing together rail labor, management and DOT in a collaborative effort to determine the root causes of systemic railroad safety problems.

There are many dramatic examples of the Coast Guard's efforts to save lives at sea and, in fact, one life is saved every two hours by the Coast Guard. The FY 2000 request includes $909 million, 6 percent above this year, for Coast Guard to continue and expand its search and rescue capability, by acquiring equipment that can operate in heavy weather, better detect those in distress, and better protect crewmen.

MOBILITY

In order to reach our strategic goals we must promote a transportation system that is not defined solely by mode of transportation (highway, rail, air, sea), but rather by our ability to reach the places we need to go efficiently and economically. As former Transportation Secretary John Volpe said, "no one mode of transportation will ever solve our transportation problems."

The transportation solutions of the past -- build more roads, bridges and airports -- can no longer be our first choice to give Americans the mobility they need. It's too expensive and too damaging to our communities and our environment. Instead, we must manage our transportation system better, and make more efficient use of our existing system. For example, automated strategic planning aids enable our air traffic system to handle double the number of planes it could a generation ago. As a nation, we should support those nascent efforts that will lead us to the mobility solutions of the next 40 years. Development and research of new technologies to serve the future of rail and aviation, such as maglev and free flight, are critical to such efforts and are proposed in this budget.

Support for our existing mobility programs, such as those reauthorized in TEA-21 and the Amtrak bill, is also crucial. The record levels of highway and transit infrastructure investment proposed in this budget are critical to keep us on our path of rebuilding America's infrastructure.

The Federal-aid Highway obligation limitation is proposed at $27.3 billion, almost 7 percent above the current level. This includes funding for new innovative programs that leverage

funding and expand capacity, such as the $81 million proposed for Transportation Infrastructure Finance and Innovation Act, which could leverage up to $2.7 billion in project funding, and the $271 million proposed for the Intelligent Transportation System Program, which will help expand existing capacity with technology.

The $6.1 billion requested for transit programs in FY 2000 reflects our commitment to transit programs across the nation and to maintaining a balance of funding between highways and transit. We have requested funding for 7 additional new full funding grant agreements.

The $571 million we request for Amtrak capital funding reflects a continuing commitment to the financial plans and the long term success of Amtrak and will enable Amtrak to invest strategically in capital equipment and infrastructure. Such investment is key to improving on-time service, increasing revenues, and reducing operating costs.

Last year Amtrak ridership increased substantially. This shows that many Americans continue to want intercity passenger rail transportation. The combination of cost savings, revenue generation, and capital support proposed in the President's Budget is essential if Amtrak is to achieve eventual operating self-sufficiency. As a member of the Amtrak Board, DOT will work to ensure that Amtrak continuously reviews, amends and implements programs and practices that improve its revenue situation and reduce its operating costs. However, it must be made clear that we see the need for continued capital appropriations to Amtrak in the foreseeable future. The definition of capital is proposed to be broadened, consistent with the definition used for transit.

The $1.6 billion requested for airport grants, when coupled with our proposal to permit airports to raise additional funding through airport passenger facility charges and combined with other revenue sources available to airports, provides record level funding to meet airport infrastructure investment needs. For modernization of our air traffic control system, $2.3 billion is proposed, 11 percent more than current levels. This funding will be used to further reduce the number of outages and delays and to maximize the use of our airspace.

In order to continue its capital modernization efforts, we request $350 million for Coast Guard assets. This includes $44 million to continue the deepwater recapitalization analysis begun this year, so that Coast Guard can modernize its deepwater assets in the most efficient and least costly manner.

ECONOMIC GROWTH AND TRADE

The economy is about jobs and a better standard of living for all Americans. The economy grows and works best when there are no impediments to goods and people getting where they must go. Thus, an economy that works for all Americans depends on a transportation system that is safe and serves all areas of the nation efficiently.

Our investment, and the nation's economic performance, are making a difference in people's lives. We have the lowest welfare rolls in 30 years. But, in spite of this success, the President recognizes that welfare recipients still face barriers: people can't go to work if they can't get to work. Our budget requests $150 million, double this year's amount, for the Job Access and Reverse Commute Program to help people make those crucial links through transit and alternatives such as vanpools to get to where the jobs are. This is essential to support the Administration's welfare-to-work goals and economic growth in our low-income workforce.

Our budget request supports economic growth and trade, not only through infrastructure improvements and a commitment to growing the future workforce, but also through a record $1.3 billion, 40 percent more than today, for research and technology. Our research and technology priorities include the development of new technologies that will keep America competitive, improve safety, and reduce transportation's impacts on the environment.

In an effort to increase efficiency and global competitiveness, the Department will continue to pursue its policy of Open Skies, seeking to establish free markets for air commerce between the

U.S. and other nations of the world. In 1998, the U.S. more than doubled the number of Open Skies agreements.

ENVIRONMENT

Transportation makes our communities more livable, enhancing the quality of our lives and our environment. However, transportation generates undesired environmental consequences, such as pollution. The FY 2000 budget includes $3.9 billion for DOT environmental programs, 13 percent above the current year, to support several programs and initiatives aimed at reducing air and water pollution, preserving wetlands and open space, and making transportation facilities more compatible with the environment.

We recognize that there doesn't have to be a conflict between mobility and prosperity on the one hand and a healthy environment and livable communities on the other. In fact, since President Clinton took office, air pollution contributed by cars and trucks has dropped by 11 percent, even with travel growth of 7 percent. And, while negative impacts are unavoidable, we are replacing two-and-a-half acres of wetlands for every acre lost to highway construction - better than double the rate of a decade ago.

As the Vice President said in announcing the Clinton-Gore Livability Agenda, "we can build an America for our children that is not just better off - but *better*." The transportation component of this agenda includes programs that enhance our transportation alternatives and improve transportation planning.

To aggressively implement this agenda, a record $6.1 billion, as already mentioned, is proposed for transit programs and a record $1.8 billion is proposed for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The CMAQ Program was reauthorized in TEA-21 and changed so that air quality maintenance areas are eligible for CMAQ funding. The funding proposed for CMAQ includes $341 million directed from Revenue Aligned Budget Authority.

This will help communities continue the activities that helped them reach and maintain healthy air standards.

Our budget also doubles the funding provided to the Transportation and Community and System Preservation Pilot Program, so communities can develop smart-growth plans to combat congestion and sprawl.

Additional funding is also requested for the Advanced Vehicle Program, DOT's contribution in the effort to develop clean, fuel-efficient vehicles for the new century. Programs like these are crucial to building a transportation system that meets the needs of future generations.

NATIONAL SECURITY

DOT plays a critical role in ensuring that the U.S. transportation system is secure, that U.S. borders are safe from illegal intrusion, and that the transportation system can meet national defense needs in time of emergency. In addition, the Coast Guard continues to perform four specific national security functions in support of the Department of Defense (DoD); these include defense readiness, support of commanders in chief operation plans, domestic support of critical ports and waterways and the specific functions spelled out in an agreement with DoD. A total of $1.5 billion is requested for DOT national security programs.

National security is a key transportation mission, and we have carried it out most effectively, producing measurable results. For example:

- During the last two years we've seen record seizures of illegal drugs by the Coast Guard. In January, I joined Coast Guard officials in Houston after they had seized nearly five tons of cocaine from a ship intercepted on the high seas. This was one of the largest seizures on record, keeping drugs off our streets and out of our schools.

- Even though it's not funded by this Subcommittee, the Maritime Administration's sealift capacity for defense purposes grew by 30 percent last year alone, thereby enhancing our readiness posture.

These efforts have helped increase the security of our nation. The FY 2000 budget continues these programs.

A total of $566 million is requested for Coast Guard drug interdiction programs, enabling us to improve our performance over the 1999 level and accelerating progress towards the 2002 interdiction goal in the National Drug Control Strategy.

As international travel continues to grow, we must remain vigilant in our efforts to prevent terrorism, and to protect Americans and our visitors as well. For FY 2000, the budget requests $100 million for the FAA to continue to support and purchase explosive detection equipment to be deployed at our nation's airports.

CONCLUSION

I believe firmly that our goals for transportation in the next century can only be achieved by making sure our transportation system remains healthy and able to serve, and that it does not obstruct -- through want of resolve or resources -- the safe and efficient movement of people and goods throughout this land and abroad. We are at a point in time where we can imagine a new and better world, and we must act to make such a world a reality. Our successes should be the result of our own talents and our own hard work, our ability to meet the challenges we face, and to take advantage of the opportunities we find. DOT's FY 2000 budget request, is, I believe, critical to that end.

I look forward to working with this Subcommittee and the entire Senate and House to pass a forward-looking transportation appropriations bill that moves us into the 21st Century.

7.93

A MESSAGE FOR OBSERVANCE OF ?BLOODY SUNDAY?

Greetings to everyone gathered to commemorate this day, March 7, 1965, known to all the world as ?Bloody Sunday.? A time when we dared to dream of what this country could be at its best, in the face of what was often its worst.

As Martin Luther King said, only four days after Bloody Sunday, "There never was a moment in American history more honorable and more inspiring than the pilgrimage of clergymen and laymen of every race and faith pouring into Selma to face danger...we must come to see that the end we seek is a society at peace with itself, a society that can live with its conscience. That will be a day not of the white man, not of the black man. That will be the day of man as man."

Because of these extraordinary soldiers of courage, through their inspiring efforts, ***every*** American has the right to vote. That right gives each one of us a voice. It empowers us to open wide the doors of opportunity.

To follow in Dr. King's footsteps, and the footsteps of those who suffered grievously in Selma, we have created the Initiative for One America, to continue the work of the Initiative on Race. We must educate the American public about what happened here thirty-four years ago this month. We must promote racial reconciliation through a national dialog on race. We must learn to respect our differences while we embrace our commonalities.

Although Thomas Jefferson said that the tree of liberty is watered by the blood of patriots, we must never suffer another Bloody Sunday. We must find a better way to keep the tree of liberty alive, to make it blossom. Friends and strangers, black and white, Congressman John Lewis and Violet Liuzzo, and many others like them, spilled their blood to bridge the racial divide in 1965. We know the color of their blood; now we must learn the color of our reconciliation. May the tree of liberty bear the olive branch of peace.

America was founded on the principle that we are all created equal, and this solemn commitment to tolerance and freedom binds us together. Wherever we come from, whatever our race, our color, our creed, we must come together in the spirit of friendship and understanding. We must recognize that America's racial, cultural, and ethnic diversity will be among our greatest strengths in the 21st century.

I commend you on your efforts and send best wishes for a memorable observance.

RS/MARITIME TRANSPORTATION SYSTEM NATIONAL TASK FORCE VIDEO
DRAFT 2 (by Yvette) - 3/10/99

Good morning and welcome. I regret that I cannot be with you at the first meeting of the Marine Transportation System (MTS) National Task Force. I am traveling on official business with President Clinton.

Clearly, this is an exciting time for marine transportation. In 1998 we conducted seven listing sessions throughout the country, culminated with a very successful, first-ever, national M.S. conference last November.

These efforts have brought national focus to the marine transportation system -- our waterways, our ports, our shipyards and their intermodal connections. Working together, with public and private stakeholders, we created a vision to guide the M.S. in the new century, the new millennium.

At the close of the M.S. conference, I made a commitment to move quickly to assemble a congressionally-mandated task force. And today, we are taking this next major step to ensure that M.S. remains a safe, secure, efficient, effective, accessible and environmentally responsible system for moving goods and people throughout the world.

I thank you for your participation and for your personal commitment to this effort. Your active involvement is vital to the success of this task force.

Administrator (Clyde) Hart and Commandant (James) Loy, our co-chairpersons, I thank you for your leadership. I know today's meeting will be very productive and I look forward to hearing your recommendations.

Let me say I am pleased with our progress. But I recognize much needs to be done to meet Congress's July 1 deadline.

Working together, moving from strength to strength, we will ensure that America's first "interstate" -- marine transportation -- remains a world-class, visionary and vigilant transportation system in the 21st century.

Thank you and best wishes for a successful meeting.

# # # #

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TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
VIOLA LIUZZO MEMORIAL REDEDICATION SERVICE
MARCH 7, 1999
MONTGOMERY, ALABAMA

Acknowledgments
Reverend Joseph Lowery, President Emeritus, SCLC
Mrs. Evelyn Lowery, Founder, SCLC/WOMEN
Tyrone Brooks, Georgia State Representative
Mr. Anthony Liuzzo, Jr. (Lee-oo-zoh), Son of Viola Liuzzo

- Mrs. Viola Liuzzo was not famous, nor a great leader, able to sway people with her words. She was a loving wife, a loving mother of five, a Detroit housewife who rightly believed that *every* American was entitled to freedom, equality and justice.

- Her actions -- her moral purpose -- and ultimately, her greatest sacrifice -- helped moved our nation toward racial justice. President Lyndon Johnson said, "At times history and fate meet in a single time in a single place to shape a turning point in man's unending search for freedom..."

- Fate brought Mrs. Liuzzo to Montgomery, Alabama. An ordinary citizen, she taught us that *anyone* can change the course of a nation. She taught us that we all have a *responsibility* to right a wrong committed against our fellow man. Her untimely death, here on a lonely stretch of U.S. 80, galvanized passage of the Voter Rights Act of 1965.

- It had an immediate impact. Within months of its passage on August 6, 1965, one quarter of a million new black voters had been registered. Within four years, voter registration in the South had more than doubled. In 1965, Mississippi had the highest black voter turnout--74%--and led the nation in the number of black leaders elected.

- Mrs. Liuzzo's husband, Anthony, said after her death, "My wife did not die in vain...she died for a sacred battle, the rights of humanity."

- And 34 years later we must *never* forget that sacred battle, *never* forget what she and Jimmy Lee Jackson and Reverend James Reeb and thousands of others marched and sacrificed for -- the right of every *American* to vote.

- This memorial, donated by the Southern Christian Leadership Conference Women, reminds us all of Mrs. Viola Liuzzo's sacrifice for the rights of humanity, for the rights of *every* American. A sacrifice we must never forget. Mrs. Liuzzo inspired us and made us rise up to become a better nation, and for that, America thanks her. # # # #

7.92

BRIEFING NOTES

U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
LIVABILITY AND TRAFFIC CONGESTION NEWS CONFERENCE
THE WHITE HOUSE
MONDAY, MARCH 8, 1999

PURPOSE

To provide background for today's important Vice Presidential announcement on how to make communities safer and more *Livable* by reducing *Traffic Congestion*.

(DOT calculates that 41 percent of travel time during peak travel hours across the nation is under congested conditions. By one estimate, Americans waste half a billion dollars a year stuck in traffic.)

SAFETY FIRST!

With respect to transportation, the most important part of livability is staying alive when you travel.

Safety is President Clinton's Number One transportation priority and the *North Star* guiding everything we do at the U.S. Department of Transportation.

We are proud of this Administration's record on safety. Under President Clinton's leadership—

- *Highway Fatalities are Down.* Highway fatality and drunk driving fatality rates have reached record lows
- *Seatbelt Use is Up.* Seatbelt use nationally is at an all time high of over *70 percent*—up from just 50 percent in early 1990s
- *Rail Crossing Deaths are Down.* Highway rail crossing deaths are at a record low level—down 58 percent from 1988
- *No Fatal Crashes of Scheduled Airlines.* In 1998, for the first time ever, no scheduled U.S. air carrier suffered a fatal crash

NO TIME TO REST ON SAFETY!

But as the President noted in his State of the Union Address, *"This is not a time to rest, but a time to build."*

During past two weeks a lot has been happening on the transportation safety front—

- *New Rules for Child Safety Seats.* In his weekly radio address on Saturday, February 26th, President Clinton announced new rules to protect the safety of children placed in child safety seats in vehicles
- *Miami Diversity Summit.* DOT convened a special summit on safety in Miami to reach out to groups & communities not traditionally involved in transportation safety issues

--Inclusivity is important because death and accident rates for some of these groups significantly exceed the national average

- *National Safety Conference.* Last week, here in Washington, we convened the 1999 National Safety Conference to lay foundation for a **National Safety Action Plan**

  --Invited unprecedented coalition of mayors, citizens and community leaders to join us in "Signing on for Safety" as part of national pledge campaign

CLINTON-GORE LIVABILITY AGENDA

When Vice President Gore launched the Livability Initiative for the 21st Century, he underscored the need to preserve green space, enhance economic competitiveness and improve our quality of life:

- He proposed $700 million dollars in tax credits for state and local bonds to build more Livable Communities
- New steps to ease traffic congestion—including the single highest investment in public transportation in history
- And new steps to promote cooperative—and sound—planning among neighboring communities

The message is clear. Working together, we can build more Livable Communities and protect our natural heritage for future generations while sustaining economic growth, well into the 21st century.

DOT SUPPORT FOR LIVABILITY INITIATIVE

As those of you who are local traffic reporters know all too well, the Washington DC metropolitan region is the second most congested city in the nation after Los Angeles.

It is estimated that commuters in this area waste more than $1,000 dollars apiece each year in lost time or sitting in traffic.

Congestion Summit.

Last May we held a *National Capital Region Congestion and Mobility Summit*, where I met with the leaders of this region to encourage a regional approach to transportation planning.

As a result of that meeting, Harvey Gant, who chairs the National Capital Planning Commission agreed to work with me to encourage federal agencies to play a more proactive role as employers to help reduce congestion. We also held a follow-up meeting this fall to move the regional planning effort forward.

Portland, Oregon—Atlanta, Georgia

The U.S. Department of Transportation has been working closely with Vice President Gore as he developed his ideas for the Livability Agenda. Last September, I joined the Vice President in Portland, Oregon for the first in a series of community dialogues on livable communities.

The objective of these sessions is to learn from community leaders and citizens about their livability concerns and what the federal government might be able to do to be a better partner in assisting them.

At the Vice President's request, I also conducted a similar session in Atlanta in November.

Derry, NH Livability Listening Session

In February, I joined the Vice President for another Livability Listening Session in Derry, New Hampshire, where we heard directly from local community representatives about their ideas and dreams for making Derry a smarter, more livable community for the 21st century and the new millennium.

TEA-21 AND LIVABILITY

We have a handout that describes some of the specific provisions of DOT's Fiscal Year 2000 Livability Program, which—as you will see—includes provisions to promote alternatives to the automobile, protects the environment and encourages communities to plan transportation growth carefully.

I would also emphasize that last year's passage of the Transportation Equity Act for the 21st century supports the Livable Community Agenda by providing a record level, $198 billion dollar balanced investment in our highways, transit systems, and intermodal facilities.

This new Act helps us meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation.

It also advances America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

CONCLUSION

This Administration is dedicated to serving "people first." As a truly visionary and vigilant U.S. Department of Transportation, we are committed to supporting President Clinton and Vice President Gore's efforts to empower citizens to build more Livable Communities for the 21st century.

Transportation is about so much more than concrete, asphalt and steel. It is about people and their pursuit of happiness. It is about getting parents to work, children to day care and to school.

It is about creating opportunity and giving people the tools they need to succeed. It is about improving the quality of life in our communities.

Today's innovative proposal by the Vice President will harness the power of information to empower our citizens to make better choices as they commute to work, conduct errands, or visit friends and family.

By implementing this proposal we will continue to move 'from strength to strength' to create a transportation system for our communities that is equal to the challenges of the new century and the new millennium.

Now, I would be pleased to take your questions.

7.90

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
REPRESENTATIVE GEPHARDT'S TEA-21 BREAKFAST
BRIEFING FOR INCOMING FRESHMEN
MARCH 10, 1999
WASHINGTON, D.C.

Acknowledgments

Congressman Richard Gephardt

Congresswoman Rosa DeLauro

Welcome Freshmen Representatives

Michael Frazier, Acting Assistant Secretary,
Congressional & Intergovernmental Affairs

Nadine Hamilton, Director, Congressional Affairs

Good morning and welcome. Congressman Gephardt, thank you for hosting this breakfast. Congresswoman DeLauro, thank you for your kind introduction. It is always a pleasure to visit with members of Congress, particularly when sharing information about transportation programs that benefit the American people.

INVESTING IN OUR FUTURE

TEA-21 is a down payment on America's future. President Clinton is committed to making record levels of investment in transportation while protecting our commitments to a balanced budget and to other vital priorities, including education, child care, and Social Security.

President Clinton's record -- $50.5 billion -- FY 2000 transportation budget will help to achieve a strong agenda for the American people -- ensuring that transportation continues to expand opportunity to all Americans, while strengthening families and communities.

TEA-21 RETAINS CORE STRUCTURE

The Clinton-Gore Administration is committed to maintaining and improving our world-class transportation system -- not only to enhance our standard of living -- but to remain globally competitive in the new century, the new millennium.

Highway and Highway Safety Programs.... a 40 percent increase in core highway infrastructure programs. Continues state and community highway safety formula grants and other important safety programs, as well as new incentive grant programs to encourage states to improve occupant protection, impaired driving, and data programs.

Transit.... new FTA program guidance makes easier compliance of TEA-21 requirements -- a new proactive approach in implementing New Starts program

Rail.... expanding railroad development programs; new programs to improve railroad and highspeed ground transportation infrastructure.

Innovative Finance.... offers new credit assistance to leverage funding for large national or regional highway, transit, and passenger rail projects.

TOP TRANSPORTATION PRIORITIES

Safety

Safety is our top strategic goal – our North Star – and our transportation system's performance reflects the strength of this commitment.

Travel has become safer. Highway injury and fatality rates are at all-time lows. The Coast Guard continues to save a life every two hours. We have seen double-digit decreases in rail fatalities over the past two years. And last year, for the first time in history, no scheduled U.S. air carrier suffered a fatal crash.

Liveable Communities

The Liveable Communities agenda will create solutions that can help our communities reach their ***fullest*** potential -- places that people will want to live and prosper.

It aims to preserve green spaces; ease traffic congestion; restore sense of community; promote collaboration; enhance economic competitiveness.

On Monday Vice President Gore announced new efforts to help communities across the country address traffic congestion and road safety concerns.

A new, national three-digit telephone number -- similar to 911 -- will allow access to on-the-spot traffic and travel information. Commuter choice initiative for employers; regional summits throughout the country will promote transportation livability issues.

Disadvantaged Business Enterprise

Our new regulations for the Disadvantaged Business Enterprise (DBE) program, which was continued in TEA-21, is standing up to court challenge -- proving that this Administration is right in its stance to "mend, not end" affirmative action. On Thursday the 10th Circuit Court of Appeals ruled that the latest challenge to the DBE program has become moot -- directing the lower court to dismiss the case.

We will continue to ensure that *every* American has the opportunity to compete, and compete fairly, for federal transportation construction dollars.

Intermodal Approach

Through OneDOT -- we are developing creative, common sense, intermodal solutions to everyday transportation problems

Maximize flexibility, minimize unnecessary regulations -- our plan is to implement TEA-21 in the least restrictive way possible -- providing our partners the maxim flexibility and using formal rulemaking only when statutory language requires it.

Effective transportation planning -- consider a wide range of options and examine the consequences of our choices -- key to shaping sound transportation investment decisions.

FAA Reauthorization

Now that the Administration's proposal has been submitted, I hope we can work together (as I did with your members on TEA-21) to develop the legislation that will ultimately be enacted.

This proposal adds much to the debate. We provide stable and secure funding and greater management efficiencies for vital air traffic control services.

We enhance competition and improve rural air service. Our proposal will make our travel safer and improve access for disabled travelers. With our PFC proposal we are projecting record levels of infrastructure investment. I know we share many common priorities.

Your bill, the Senate bill, and the Administration proposal all contain constructive ideas. However, we have our work cut out for us in crafting a workable compromise.

I look forward to working with you and I know, at the end of the day, through hard work and cooperation, we will be able to stand up together and be proud of what we achieved.

Passenger Protection

As you know, we are also transmitting legislation to provide greater passenger protection to airline passengers. Vice President Gore will make an announcement on this later today.

Our approach -- slightly different from the Schuster bill and other bills -- is to require airlines to submit passenger protection plans to the Department and to publicly disclose those plans. We also increase civil penalties for deceptive practices and increase baggage liability and denied boarding compensation.

We believe that by requiring disclosure of consumer plans and providing for certain minimum assurances, passengers will receive better treatment and will be able to make informed choices about different airlines' responsiveness to consumer needs.

I know that you have not signed on to any of the bills. I am interested in your thoughts on the issue and on our plan. I know that, together, we can devise a plan that works for the American people.

# # # #

U.S. Department of Transportation

News:

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

Remarks Prepared for Delivery
Secretary of Transportation Rodney E. Slater
Airline Passenger Protection Act
March 10, 1999
The White House

As the nation continues to experience the longest peacetime economic expansion in our history under the policies of President Bill Clinton, U.S. airlines have also enjoyed their best economic years. After 20 years of airline deregulation, more people fly and the average ticket price has fallen by one-third. Because of the hard work of our airline partners, the FAA and other agencies we're proud that it has now been more than a year since the last fatal U.S. commercial airline accident.

This record of achievement underscores Vice President Gore's leadership in aviation. As chairman of the White House Commission on Aviation Safety and Security, the Vice President was instrumental in establishing our *Safer Skies Agenda* which calls for an 80 percent reduction in fatal accidents by 2006. And as part of his efforts to 'reinvent government' the Vice President, played a leadership role in simplifying bureaucracy at the Federal Aviation Administration. The Vice President is also taking the lead in advancing this year's FAA Reauthorization Bill—our flight plan for aviation's second century.

When President Clinton and Vice President Gore took office, they whole-heartedly embraced the airline deregulation movement. And this Administration continues to believe that true competition is the best protection consumers can be offered. That is why we have taken strong actions to promote competition and to prevent unfair methods of competition in aviation.

Recently the Department of Transportation has been hearing from increasing numbers of Americans who have braved bad weather to get to an airport only to find their flight had been canceled while they were still at home. The airline could have notified them of the cancellation, but didn't. Other passengers have waited long hours at airport terminals, or worse yet, trapped aboard planes stranded on the ground, also waiting in vain for accurate information from the airline about their situation. You know the stories and we have heard them too. Clearly we—all of us including the airlines—can work together for better treatment of passengers.

The Congress is treating this as an urgent matter. The Senate Commerce Committee led by Senators McCain and Hollings is holding hearings tomorrow. Chairman McCain and Senator Wyden, along with Senators Bryan and Snowe have already submitted a legislative proposal. The House Aviation Subcommittee led by Representatives Shuster, Oberstar, Duncan and Lipinski held hearings this morning. Committee Chairman Shuster and a number of cosponsors have also proposed a bill. Representative Dingell has a bill and Representative Townes has submitted the House version of the McCain-Wyden bill and other members of Congress are engaged on this issue.

In a few minutes, Vice President Gore will announce the Administration's proposal, which the DOT—and especially Deputy Secretary Mort Downey have helped to develop. From the very beginning, this Administration has put people first. Now we want to work with members of Congress and the airlines to put passengers first. Last year DOT received over 9,600 complaints from airline passengers. Just over a month ago we received one from Jim Corsetty. To make the problem as vividly real as we can, I would like to invite Jim to share his story with us now.

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T.88

TALKING POINTS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
COUNCIL ON COMPETIVENESS EXECUTIVE COMMITTEE
WASHINGTON, D.C.
MARCH 11, 1999

Acknowledgments

Dr. William H. Hambrecht, Chairman of Council on Competitiveness and President, W.R. Hambrecht & Co.
John Yochelson, President, Council on Competitiveness
Kelly Coyner, Administrator Research & Special Programs Admin.
Fenton Carey, Associate Administrator for Research, Technology & Training, RSPA

PURPOSE

- Here this afternoon more to listen than to talk
- Want to hear Council's ideas on how to bring more innovation to the transportation sector of economy -- including physical infrastructure

PRESIDENT'S LEADERSHIP

- Under President Clinton's 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 on record as saying "investing in technology is investing in America's future."
- 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. DOT's plan calls for a 21st century transportation system that is international in scope, intermodal in form, intelligent in character and inclusive in service.
- As we begin our massive $200 billion dollar investment in America's transportation future through TEA-21, I am here today to ask your help in making sure that we foster technological innovation during the process.

FOUR WAYS COUNCIL COULD HELP FOSTER INNOVATION

1. HELP DEVELOP CONSENSUS ON GOALS AND VISION

- **Council could provide forum to help DOT and Federal government develop consensus on a national transportation vision for 21st century.**
- *DOT Strategic Plan* has a vision and goals -- but only for Department--need national consensus of Executive branch, Congress, state & local governments, industry, academia, labor, professional associations and traveling public

SUCCESS STORY—Dan Golden at NASA

- Dan Golden, the NASA Administrator, has done great job of looking long-term. Working closely with aerospace industry, Golden has established 10 and 20 year "stretch goals" for safety, environment, afford ability, and a variety of technologies.
- We need your help to establish similar forward-looking partnerships with all segments of transportation industry

2. FOSTER PARTNERSHIP IN RESEARCH

- The Council could provide the forum to help the Department identify "best" business practices -- practices we could put to work in Federal agencies as well as share with state and local governments.
- Department is learning, through "Partnering for Excellence" initiation that partnering means more than crossing institutional boundaries -- it also must cross academic, functional, cultural, social and international boundaries. We need to know more about how to partner successfully:
- How to deal with divergent motivations, resources, legal constraints, and changing agendas that limit today's partnerships
- How to deal with new combinations -- State-Federal partnerships; industry/academia partnerships with state and local governments; labor and professional associations

3. PROMOTE GOVERNMENT INNOVATION AND RISK-TAKING

- **Council could help Department identify incentives successfully used by private sector to stimulate innovation that government could use to reduce the time, cost and environmental impact of monitoring, maintaining and renewing the nation's physical infrastructure.**

- This Administration has moved *away* from regulation toward *performance-based* standards developed in collaboration with industry and state and local governments
- We are also using incentives -- like tax credits -- to stimulate technology and accelerate its introduction into marketplace.

EXAMPLE: Partnership for a New Generation of Vehicles (PNGV)

- Started by Vice President in 1993, PNGV involves partnership among seven Federal Departments and agencies plus U.S. automobile industry in joint R&D effort. If successful, this will lead to an "environmentally friendly" affordable and safe family sedan, which is able to travel 80 miles on a gallon of gas.
- In his FY 2000 budget, President Clinton provides additional incentives to move these new technologies to marketplace:
- New "Clean Air Partnership Fund" –State of Union -- offers tax incentives
- President also pushing for tax credits to individuals who purchase fuel efficient vehicles

4. HELP GOVERNMENT PROMOTE DIVERSE AND EDUCATED TRANSPORTATION WORKFORCE

- **I commend the Council for recognizing the importance of providing America a technologically literate workforce for the new century and the new millennium.**

- Council support for Garrett A. Morgan Technology and Transportation Futures program is one powerful way you can partner with DOT to ensure that America's future transportation workforce is both well-educated and that it reflects diversity of our people.

7.89

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
HOST AND OCEANIC COMPUTER SYSTEM REPLACEMENT ANNOUNCEMENT
RONKONKOMA, NEW YORK
MARCH 11, 1999

In his January State of the Union Address, President Clinton urged the American people to move forward to meet the challenges of the 21st century. One of those challenges is building a transportation infrastructure designed to support a 21st century economy.

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 seven 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 home ownership rate in history.

Modern, efficient and safe air transport 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 a first-class air transportation system second to none.

Today, as we dedicate this first of 20 Host and Oceanic Computer Replacement Systems we have taken an important step toward meeting this challenge. I want to add my praise to that expressed by Administrator Garvey to everyone who has worked on this project. You have made a major contribution to America's future.

Today's dedication ceremony is just the beginning. Before the end of the year, all 20 Air Traffic Control Centers in the continental United States will have them. This new host computer is Y2K compliant and that is good news for Americans who fly. This new computer is smaller, faster, better and easier to maintain. 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 this fundamental system improvement everyone is a winner.

These host computers are the heart of our ongoing modernization of the Federal Aviation Administration National Airspace System Infrastructure. The architecture and processing capability provided by these computers are the keys to the FAA's ability to implement new services, concepts and traffic flows for the

airline industry and the flying public. Bringing these new computers online is critical to maintaining the nation's commerce.

The big lesson in all of this is what a fantastic job we can do if we work together as a team.

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

# # # #

RS/MARITIME TRANSPORTATION SYSTEM NATIONAL TASK FORCE VIDEO
DRAFT 2 (by Yvette) - 3/10/99

Good morning and welcome. I regret that I cannot be with you at the first meeting of the Marine Transportation System (MTS) National Task Force. I am traveling on official business with President Clinton.

Clearly, this is an exciting time for marine transportation. In 1998 we conducted seven listing sessions throughout the country, culminated with a very successful, first-ever, national M.S. conference last November.

These efforts have brought national focus to the marine transportation system -- our waterways, our ports, our shipyards and their intermodal connections. Working together, with public and private stakeholders, we created a vision to guide the M.S. in the new century, the new millennium.

At the close of the M.S. conference, I made a commitment to move quickly to assemble a congressionally-mandated task force. And today, we are taking this next major step to ensure that M.S. remains a safe, secure, efficient, effective, accessible and environmentally responsible system for moving goods and people throughout the world.

I thank you for your participation and for your personal commitment to this effort. Your active involvement is vital to the success of this task force.

Administrator (Clyde) Hart and Commandant (James) Loy, our co-chairpersons, I thank you for your leadership. I know today's meeting will be very productive and I look forward to hearing your recommendations.

Let me say I am pleased with our progress. But I recognize much needs to be done to meet Congress's July 1 deadline.

Working together, moving from strength to strength, we will ensure that America's first "interstate" -- marine transportation -- remains a world-class, visionary and vigilant transportation system in the 21st century.

Thank you and best wishes for a successful meeting.

# # # #

RS/AMERICAN PUBLIC WORKS ASSOCIATION Video Taping/ 3/12/99
Draft 1 (by Yvette) 5.65 minutes

Good morning and welcome to the TEA-21 Satellite Video Conference. I am pleased to have this opportunity to speak with you.

I am happy to note that representatives from the Federal Transit and Federal Highway Administrations are on today's agenda. At the Department of Transportation, we are always delighted to have the opportunity to discuss transportation issues that benefit the American people.

The American Public Works Association (APWA) has provided leadership and educational opportunities for public works professionals for more than 61 years. As the oldest and largest organization of its kind, you set the standard for others to follow.

Congratulations on your partnering agreement with Administrator (Ken) Wykle and the Federal Highway Administration. You are committed to providing public works and transportation managers with the needed tools to meet the transportation challenges of the new century, the new millennium.

Clearly, public works professionals are the backbone of our cities, our towns, our communities. You keep our infrastructures -- bridges, transit systems, roads and highways -- structurally safe and sound.

Safety is our top strategic goal – our North Star – and our transportation system's performance reflects the strength of this commitment. Thanks, in no small part, to the efforts of public works professionals like yourselves.

Highway injury and fatality rates are at all-time lows and we have seen double-digit decreases in rail fatalities over the past two years. Roads and bridges are in better condition, Amtrak and transit ridership are growing and mobile source pollution is at the lowest level in a generation.

Today, we have a safer – more efficient – and more environmentally-responsible transportation system. But, as President Clinton has said, "this is not a time to rest, but a time to build."

The President and the Vice President have made a commitment to "rebuild" America's infrastructure. TEA-21 is their down payment on our nation's future.

This landmark -- $198 billion -- investment affirms the Administration's key priorities: improving safety, protecting public health and the environment, and creating opportunity for all Americans without cutting education, Social Security, and other vital priorities.

Let me say this is an exciting, yet challenging, time for surface transportation as we prepare for the new century.

I ask you to join me and the Department of Transportation as we commit to continue building the safest, world-class transportation system for the American people – a transportation system that will move this nation forward in the new millennium.

Working together, moving from strength to strength, I know America's best days are yet to come.

Best wishes for a successful TEA-21 satellite video conference. Thank you very much.

# # # #

7.86

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MARITIME AND NATIONWIDE DIFFERENTIAL
GLOBAL POSITIONING SYSTEM CEREMONY
MARCH 15, 1999
ALEXANDRIA, VIRGINIA

Acknowledgments
Mr. Morley Winograd, Director,
Vice President's National Partnership for Reinventing Government
Admiral James Loy, Commandant, US Coast Guard
Administrator Ken Wykle, Federal Highway Administration
Administrator Jolene Molitoris, Federal Railroad Administration, NDGPS Champion
Assistant Secretary Gene Conti, Transportation Policy Office
Assistant Secretary Melissa Allen, Office of Administration
Assistant Secretary Charles Hunnicutt, Office of Aviation and International Affairs
Major General Russell Fuhrman, Director, Civil Works, US Army Corps of Engineers
Senior Master Sergeant Timothy Baum,
Program Manager, Ground Wave Emergency Network, U.S. Air Force
Mr. Gordon Adams, Deputy Project Manager,
National Geodetic Survey, Continuously Operating Reference Stations Network, National Oceanic & Atmospheric Administration

Good morning and welcome. It is indeed a pleasure to join you on this exciting occasion to announce the certification of the Maritime Differential Global Positioning System (DGPS). And with today's certification, we are beginning the expansion of a Nationwide DGPS (NDGPS).

Today's announcement is about common sense government working smarter and better for the American people.

NDGPS technology will leverage the Department of Defense's investment in the Global Positioning System (GPS) and the US Coast Guard's Maritime Differential Global Positioning System into the most *accurate*, most *reliable*, *cost-effective* navigation service available for civilian use.

History has given our generation the assignment of forging America's next great transition. And the NDGPS will certainly be the next great transition for our nation's navigational capabilities in the new century, the new millennium.

In January, President Clinton and Vice President Gore introduced a new $400 million initiative to modernize GPS. A move that will significantly enhance service to civil, commercial, and scientific users.

NDGPS creates a *new technological architecture* -- moving us from strength to strength -- to help us develop the safe, efficient, and accessible transportation system this nation needs for the 21st century.

Three years ago, President Clinton directed the Department of Transportation to take the lead in bringing NDGPS to the American people. Working together with the Departments of Commerce and Defense, today we are implementing a technology that will improve America's quality of life.

NDGPS is an excellent example of ONE DOT working for America -- promoting safety and fostering economic growth throughout our nation's transportation system and other public and private sectors.

The Federal Railroad Administration can use NDGPS in the Positive Train Control Initiative, to help prevent collisions and save lives -- our number one priority at the Department of Transportation -- and to increase rail efficiency and capacity.

The Federal Highway Administration can improve safety and efficiency for highway planning and construction *and* for Intelligent Transportation Systems.

The Coast Guard can more accurately and economically place and maintain its 50,000 navigational aids.

The Army Corps of Engineers can increase its surveying and dredging capabilities -- they already report a 500 percent increase.

The National Oceanic and Atmospheric Administration can improve weather forecasting, maximizing warning time in order to minimize the loss of property and life.

Rail and land transportation industries can plan, schedule and transport goods more effectively and economically.

Farmers can more accurately plan and plant thereby generating greater productivity, while using less fertilizer and pesticides, minimizing the environmental impact – a priority for the Vice President.

Emergency response can be enhanced with improved 911 services and automatic vehicle location and control.

These are just a few of the extraordinary benefits the NDGPS brings to the American people.

NDGPS is an excellent example of Vice President Gore's reinventing government initiative -- creating the technology that drives the engine of economic growth and creativity.

Global positioning system (GPS) technology, developed by the Department of Defense and augmented by the U.S. Coast Guard, is so standard that similar systems can be adopted throughout the world. Already, over 30 countries use some form of DGPS that conforms to the international standard set by the U.S. Coast Guard.

This compatibility provides us an opportunity to revolutionize Central America's maritime navigation system -- destroyed during Hurricane Mitch.

My Department is working with the Department of State to install a $1.3 million DGPS-based harbor navigation and buoy positioning system in Central American ports. The four transmitters, surplus U.S. Coast Guard materiel, have been converted for use there.

The buoy positioning system is weather immune, operates 24-hours a day, and permits the placement of buoys with much greater accuracy than older methods, and in one-third the time. It will allow reconstruction and relief supplies to flow into ports 24-hours a day. This state-of-the-art capability will enhance maritime commerce and will speed recovery and economic growth.

I commend Admiral Loy and the U.S. Coast Guard personnel for their leadership in bringing Maritime DGPS to full operational capability allowing for the implementation of the Nationwide DGPS. You led the effort to meet President Clinton's commitment to the American people.

And I commend all of my modal administrators and their staffs for their vision and cooperation in this endeavor.

Let me also thank the Department of Commerce and the Department of Defense for lending their time and talent to bring NDGPS to the public.

This team effort has created what is now recognized as the largest direct conversion of military assets to civilian peacetime purposes -- a low-cost, efficient and effective navigation service that has unlimited application. It will enhance America's quality of life and improve safety and productivity now and into the 21st century.

As the President has said, this is not a time to rest but a time to build. Clearly, the Nationwide DGPS will help us build a safe, efficient, world-class transportation system for the American people.

Working together, remaining ever visionary and vigilant, our nation's best days are yet to come. Thank you.

# # # #

7.85

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
US/AFRICA MINISTERIAL
MARCH 16, 1999
WASHINGTON, D.C.

PANEL PRESENTATION

TALKING POINTS

- Good Morning. Yesterday was a historic moment in the U.S.–Africa relationship with the opening of this Ministerial. The presence of so many distinguished Ministers, the U.N. Secretary General, and The President of the United States, William Jefferson Clinton, set the right cooperative tone for this Ministerial. I know that you will join me this morning in the same spirit of our new and rich partnership.

- It was a privilege for me to accompany President Clinton on his historic trip to Africa a year ago this March. His trip was a clear sign of this Administration's commitment to building a partnership with the nations of Africa–a partnership that is based on mutual respect and mutual interest.

- On that trip, I joined the President in launching the Safe Skies for Africa Initiative. The purpose of this Presidential initiative is to promote sustainable improvements in aviation safety and security in Africa and to create the environment necessary to foster the growth of aviation services between Africa and the United States.

- I am happy to report to you that in October we selected the initial participants in the Safe Skies Initiative, and this week the Department of Transportation's team is in Kenya implementing that initiative.

- Today we are here to listen and to learn from one another, to hear each other's perspectives. Only by engaging in such a dialogue can we determine the best way to work together as partners.

- I'd like to make a few comments to set the stage for this morning's panel, entitled, "Building Infrastructure for Business Partnerships."

- Though my comments today will focus on transportation infrastructure, we are all aware that Africa needs efficient infrastructure networks covering a number of important sectors including telecommunications and energy, that will together support its development and increased trade regionally and globally.

- As to transportation, an efficient and safe transportation system in Africa – one that efficiently moves goods and people – is critical to economic growth, regional integration, and Africa's ability to effectively compete in the global market place. Transportation is, in fact, an engine for trade and tourism.

- Second, I want to emphasize the importance of looking at transportation and infrastructure issues from a regional perspective.

- Africa is a vast and mighty continent, but one that is fragmented by both geographic and political barriers. I believe that transportation is the key to tying the many diverse nations together, just as the Interstate Highway System helped to bring the 50 American states together.

- Regional cooperation allows nations to leverage their resources and achieve things that no single nation could do on its own.

- There are clear examples of this. When I was with President Clinton in Botswana, I joined officials from SADC to sign a contract to install a computerized rail car tracking system in Southern Africa. This system will link up to eight key railroads in the region, enabling them to better schedule the use of their rail cars and provide customers with the exact location of a particular shipment.

- I commend SADC and Africa's other regional organizations for taking on regional projects such as this. I am glad these organizations have been able to join us here today, and look forward to hearing from them.

- Third, I want to emphasize the importance of developing trade corridors. Trade is key to Africa's growth and becoming integrated into the global economy. But you can't trade if you can't get there. It is essential that the regions' network of transport routes which link major commercial centers to ports be revitalized.

- This is especially important in East and Southern Africa, where you have a large number of nations which are landlocked *[such as Zimbabwe, Zambia, Lesotho, Uganda, Rwanda, Burundi, and Eritrea*]. As you well know, these nations are dependent on the transport corridors that link them to their coastal neighbors. These key routes serve as lifelines to the economies of landlocked states.

- Again, there are good examples of progress that has been made in this area. The most notable example is the Maputo Development Corridor linking South Africa's industrial heartland with Mozambique's Port of Maputo. But there are many other important corridors that demand our attention, and I hope to hear more from you today on this issue.

- This leads me to my third point: the importance of partnering with the private sector and with international financial institutions in the development of the transport sector.

- It is important that African nations continue down the path of encouraging private sector involvement in the transport sector, and where appropriate, commercializing state owned enterprises. The U.S. Trade and Development Agency, The Overseas Private Investment Corporation, and the Export – Import Bank of the United States can be helpful in that process. This morning we are fortunate to have the heads of these agencies to give you further insight into their activities.

- In addition, opening up the transport sector to the competitive forces of the market leads to greater efficiency. We have seen this in the United States in the deregulation of our airline and trucking industries.

- International financial institutions such as the World Bank and the African Development Bank are also critical in supporting the development of efficient transportation systems in Africa, and serve as important liaisons to the private sector, especially in the area of transportation.

- Finally, I want to state the importance of providing transport services to the rural and urban poor. In order to reduce poverty, small farmers must be able to get their goods to market and the urban poor must have public transport to get to where the jobs are.

- My message today is that we in the United States stand ready to partner with you in these endeavors.

- But I am not here to lecture; I am here to listen and to learn. So, I'd like to introduce to you the distinguished panelists who will join me in making some remarks before we open the discussion. These presentations will look at the need for infrastructure development, and how it can be financed, and I ask that everyone keep in mind the "roadmap" questions that have been distributed for this panel.

- Minister Salia, Minister of Transport, Ghana

- George Munoz, President and Chief Executive Officer, Overseas Private Investment Corporation

- Minister Abanda, Minister of Transport, Cameroon

- J. Joseph Grandmaison, Director, Trade and Development Agency

- James A. Harmon, President and Chairman, Export-Import Bank of the United States

POST PRESENTATIONS

- In terms of process I ask that delegates raise their hand, so that aides can inform me of your request to intervene. The aides will provide the name of each delegation requesting to speak and I will then call on delegations in the order that is provided by my aides.

CLOSING

- I would like to thank the panelists for their remarks, and all ministers who participated in the discussion. We have embarked on a journey to assist African nations in facilitating trade through improving Africa's infrastructure.

- There are many U.S. agencies standing ready to work with you, and many programs that are available to you including the Administration's Safe Skies for Africa Initiative and Department of Transportation Africa initiatives covering all modes of transportation.

- The Department of Transportation, the U.S. Trade and Development Agency, the Overseas Private Investment Corporation, and the Export-import Bank of the United States stand ready to assist you. Many of the trade agencies have booths outside for further information, and I encourage you to stop by.

- I am confident that our best days are ahead of us. Again, I thank you.

Edits to Caitri by noon today"

Jenny

Please fax to K

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Downey 40th Anniversary Video – 6.5 minutes

DRAFT NARRATION, Secretary Slater

American history is marked by the accomplishments of great individuals. Today I want to add a page to the history books and celebrate the achievements of one citizen who has distinguished himself in service to our country. Mortimer L. Downey, a friend and respected colleague, has devoted forty years to the improvement of our nation's transportation system and the people who use it.

As Mort well knows, I believe in acting on the words of author Alex Haley, who said "Find the Good, And Praise It." That is why we at the Department of Transportation are offering our praise and thanks to one who well deserves our gratitude for his continuing leadership and vision. His efforts over the past four decades epitomize the principle of ONE DOT – that superior service can only be achieved by bringing together skills and knowledge of all the modes from across the transportation field. Here is how Mort Downey has come to embody what we now call ONE DOT.

Mort Downey began his career working for the Port Authority of New York and New Jersey in 1958 as Staff Assistant and Management Trainee.

Back then, the National Highway System was new, seatbelts were rare, the concerns of global climate change were far in the future, and traffic management meant removing stray cattle from a country lane.

Clearly, this was an age of great promise. Mort seized that opportunity, his responsibilities grew, and he advanced rapidly. In ten years he had organized a new economic research unit and had undertaken special analysis and forecasting projects in passenger and freight transportation.

Mort had great success at the Port Authority. He eventually served as the principal transportation planner and supervisor of Rail Public Services. Surely it was here that he learned the skills for strategic planning and customer service that characterize the Department of Transportation today! Indeed, these activities would set the stage for his later career achievements as a valued Congressional staffer and eventually, as Deputy Secretary of Transportation.

Always one to volunteer for multiple assignments, Mort served in the US Coast Guard Reserve while working at the Port Authority, achieving the rank of Lieutenant Commander, thereby obtaining ~~and offering him~~ a view of the world beyond our nation's shores.

But one doesn't get to be where Mort is today just by working hard – you also have to have the desire to learn.

And Mort is the consummate scholar. His personal continuing education ranges from the formal to the informal.

While at the Port Authority, he earned a Masters in Public Administration from New York University. This degree would complement his bachelors' degree in Political Science from Yale University. He also completed a certificate in advanced management from Harvard's Graduate School of Business Administration, and attended transportation programs at MIT and Carnegie-Mellon.

And, as everyone who knows Mort can attest, he continues to be a voracious reader, consuming even the driest text with true passion for knowledge.

That education has served him well. In the mid-1970s, Mort Downey was the Budget Priorities Analyst for Transportation issues for the US House of Representatives, on the House Budget Committee. As the story goes, he did this job so well that a former Chairman of the Public Works Committee who found himself a victim of Mort's vast knowledge and command of the facts was once heard complaining to the Sergeant at Arms, seeking to have Mort locked up in the House Jail!

Mort's technical skills prevailed, however, and to this day he has an ~~excellent~~ impeccable reputation and relationship with our colleagues on Capitol Hill.

Others recognized Mort Downey's abilities and in 1977 Mort was selected to be the Assistant Secretary for Budget and Programs at the U.S. Department of Transportation. This was the first position of its kind, created especially for Mort. Serving under President Carter, Mort made great gains in advancing urban policy and energy initiatives. He also managed what was then a $24 billion budget – and what has now grown to $__ billion!

Those early years here foreshadowed the hallmarks of his current leadership. He improved the efficiency of operations through effective personnel reductions and program evaluation. He generated support for the Department's programs by working with Congress, the rest of the Executive Branch, and interest groups. And he was singularly responsible for a study on the roles and mission of the US Coast Guard, an effort that would set the current and future direction of that institution.

The third decade of Mort Downey's career was marked by stellar leadership in the Metropolitan Transit Authority of New York. He excelled in his management as Executive Director and Chief Financial Officer. There, he developed new public and private financing techniques, and had responsibility over all aspects of the MTA. These years allowed Mort to build on his very secure foundation in the issues of surface transportation, emerging technologies, intermodal cooperation, labor relations, and the needs of communities.

As our Deputy Secretary of Transportation, Mort Downey has led the charge for expanded research and development for new technologies, for program planning and evaluation, and for innovation in financing and management. He is a model for the rest of us – a person who has given selflessly of his time and knowledge to advance the critical goals of our nation to make this a better place. Mort is a real-life example of how we can achieve our goals. "Working Better Together."

Through
~~Over~~ the years, Mort's work has been highly praised and often honored by our public and private partners in transportation. From his peers in Public Administration, to the children who represent tomorrow's transportation workers, users, and leaders, the people of this country are celebrating Mort's devotion to their cause.

As Joyce, Mort's beloved wife, has been known to say, "I am always amused that even when visiting cities he has never been to before, he typically comes home with only pictures of trains, buses, planes...." – and a few ships, too! Thank you, Joyce, for your support and patience as Mort has given so much of himself to the world of transportation.

Mort -- on behalf of President Clinton, Vice President Gore, and the Department of Transportation, I want to thank you for your commitment to making the transportation services of this country safer and more secure, accessible and convenient, economically competitive, efficient, and environmentally sound. We look forward to seeing what the next forty years will bring!

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FAA EUROPE, AFRICA & MIDDLE EAST OFFICE EMPLOYEE VISIT
"FIND THE GOOD AND PRAISE IT"
BRUSSELS, BELGIUM
MARCH 24, 1999

Acknowledgments
Brad Mims, Acting Assistant Secretary, Aviation & International Affairs
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Bernestine Allen, Deputy Director, International Transportation & Trade
Bill Schulz, Deputy Director, Public Affairs
David Traynham, Assistant Administrator, Policy Planning & International Aviation

Good morning. Thank you Lynne for the warm introduction. We miss you at Headquarters, but know you are doing a tremendous job here.

On behalf of Deputy Secretary Downey, Administrator Jane Garvey and the rest of the DOT team, I bring greetings from our nation's great capital, Washington, D.C.

I am always delighted to have the opportunity to visit with field staff. Clearly, you are the Department of Transportation's greatest assets. You are in the trenches, everyday, carrying forward the DOT mission. I thank you for your hard work and your commitment to transportation excellence.

It is a great pleasure to be in Brussels. I had an excellent meeting this morning with Ambassador Paul Cejas. I hope to accomplish much in discussions later today regarding competition and hushkit issues -- critical issues you work on everyday. Let me say, we are right there with you, supporting you in every way.

I, and the entire Department, recognize your efforts in representing U.S. aviation interests overseas. We appreciate the work you do with European organizations including the European Commission (EC), EUROCONTROL and the Joint Aviation Authorities (JAA), as well as your work with FAA's counterpart national aviation authorities.

As we move into the new century, the new millennium, we face some very contentious issues, including hushkitted aircraft and the proposed identical security measures (in the Hatch Amendment). We are here to convince our European colleagues, at all levels, of the need to maintain common standards. Without them, our common goal of a seamless global air transport system cannot be achieved.

I am also pleased with the FAA's continuing support for our neighbors in the Middle East, including our longtime technical assistance efforts in Saudia Arabia. President Clinton and his diplomatic team have invested greatly in the Middle East peace process. Our support in the field of civil aviation is an important element in demonstrating the U.S. commitment to that region of the world.

Thank you for your support of President Clinton's Safe Skies for Africa Initiative. A safer and more efficient national air transportation system is vital to the economic growth of our African colleagues, and I am committed to assist those countries willing to make the necessary investments.

Let me take a moment to recognize several employees whose invaluable work made the South Africa airport security project such a success. We are finding the good and praising it in Brussels today.

Mr. Joe Terrell and Mr. George Andler, spent considerable time in South Africa advising the government, conducting training, and measuring compliance.

Mr. Ed Jones and Mr. Bob Blunk directed operations, developed strategies, counseled participants on effective methods, and briefed FAA and OST headquarters officials.

Your extraordinary efforts and outstanding performance helped the Johannesburg International Airport meet international security standards. Congratulations on a job well done.

I am sorry you were unable to attend the "Find the Good and Praise It" ceremony in Washington, but know that your efforts were recognized and appreciated. I understand your certificates and pins have already arrived, but I will be happy to take pictures with you following this morning's event.

Let me close with this, clearly, 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.

On behalf of Deputy Secretary Downey, Administrator Garvey and myself, I want to thank each and everyone of you for your hard work and extraordinary efforts to improve aviation security and safety, and air traffic management throughout Europe, Africa and the Middle East.

I am proud of the entire FAA team and I wish you great success as we move forward – from strength to strength – building a safe, secure, world-class transportation system for the American people in the new century, the new millennium. Thank you.

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